

BROOKHAVEN NATIONAL LABORATORY

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M E M O R A N D U M

DATE: March 19, 1980

TO: V. Bond M.D. Ph.D.

FROM: Hugh Pratt M.D.

SUBJECT: Meeting in Washington D.C. on March 20, 1980

REPOSITORY Brookhaven Nat LabCOLLECTION Medical Dept RecordsBOX No UNKFOLDER Binnet EntitledBrookhaven National
Laboratory Logistic
Planning & Supporting
Position, Papers, Etc For Dr. V. Bond

Dear Vic,

I am sorry that these administrative problems concerning the BOND Marshall Island Study have escalated to the point where they require your MARCH appearance at the Department of Energy to present the Brookhaven National -18, 1980. Laboratory position. I especially regret that this meeting comes hard on the heels of your long, and I am sure tiring trip to Japan.

We have attempted to present all of the required documentation concerning the critical elements of the logistic/programmatic conflict. Please don't be alarmed by the volume of this collection of documents. I have highlighted in yellow those statements that I feel are critical to our position. However, I don't want to leave you open to the charge that they are quoted "out of context" - so the whole document is included. In addition, we have color-coded the critical documents in the following manner.

COLOR

- A. ● ORANGE Ship - qualifications, operational characteristics, contract negotiations - controlling impact on medical progress.
- B. ● BLACK Nevada Operations Office (Roger Ray R.R.) - documentation of problems with R.R. - going all the way back to Knud Knudsen's letters (Tab 19).
- C. ● BROWN Harry Brown - Harry's direct impact on the medical protocol.
- D. ● GREEN Pacific Area Support Office (PASO) - (Bill Stanley B.S.) - PASO's position in regard to the medical program.
- E. ● BLUE Statement/Meeting at Department of Energy Headquarters (Bruce Wachholz) documentary - the inadequacies of the vessel.

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Since all of the logistic planning documents have evolved from our basic position papers, we have included those papers at the end of the briefing file (see Part II) for reference, if you need them. My last experience at Department of Energy has indicated that they are almost universally unable to find these documents, therefore they don't understand our logistic needs, based upon the programmatic needs.

I will be in the office all day Thursday, should you need any clarification. I have a duplicate of your briefing file, if you need a reference that you cannot locate.

Thanks again for your support. I hope that this is the last battle of this "skirmish".

Good hunting!

A handwritten signature in cursive script, reading "Hugh Hunt". The signature is written in dark ink and is positioned to the right of the main body of text.

Position Paper for Presentation at the Ship User's Conference To Be Held
At The Nevada Operations Office, Las Vegas on March 28, 1980.

In response to Harry Brown's message of 14 March 1980 inviting us to attend the Likatanur II user's planning group meeting at the Nevada Operations Office, Las Vegas on Friday, March 28, 1980, we would like to present the following observations and recommendations. Mr. Brown has stressed the point that it is "imperative that logistic support be given a sharply refocused review" at this meeting, in light of the completion of the Eniwetok clean up and the cessation of MAC Air Service to that atoll.

In addition to a request for a comprehensive review of the new logistic support options, three specific agenda items were cited. They were:

1. Future of current Marshall Islands programs and proposed, new or expanded missions;
2. Future of Likatanur II beyond September 1980;
3. Modifications of Likatanur II.

We would like to respond to questions 2 and 3 first, since they have a direct and controlling impact on question 1.

It is the considered opinion of the Brookhaven National Laboratory medical group (documented by multiple trip reports, position papers, memoranda and conferences at the Department of Energy, etc.) that we do not consider the Likatanur II adequate support for the minimum current medical mission. Even with the Coast Guard waiver for the forthcoming medical survey in May-June of 1980, the constraints imposed upon the medical group by inadequate berthing, storage, and working spaces has reduced the desired medical team by 33%. Consequently, the survey will need to be extended, in time, 33%. This imposes

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serious problems in voluntary physician recruitment. The ship contract specifically limits the scientific party to twelve people, even though U.S. Oceanography and PASO were informed prior to the initial contract signing that we would need at least eighteen habitable bunks for the scientific party. The inadequacies of this ship have been a matter of record for over a year, yet the Department of Energy ship procurement group have ignored our repeated requests for a meeting to resolve this very important matter.

This ship is essentially a shallow draft, round bottom vessel. It is a converted Navy garbage scow, designed for harbor and off-shore work. The roll, pitch and yaw characteristics of this vessel in the normal open ocean Marshall Island winter oceanographic conditions are such that the vessel becomes almost uninhabitable. The most recent and dramatic demonstration of the unsuitability of this vessel occurred during the recent whole-body counting trip to Ujelang. Tony Greenhouse, was the scientific trip leader, Roger Ray was the Department of Energy leader. Mr. Greenhouse's description of the trip from Ujelang to Eniwetok is a graphic description of characteristics of this vessel. He states that although they were not in a storm, the trip "had to be the roughest voyage in my recollection." Two very serious problems developed during what should have been about 120 miles of routine open-ocean steaming. Tony states that the pitching of the vessel was so violent that the scientific party voluntarily restricted themselves to their bunks in the scientific berthing area. He states that they had to "hold on to the bunk rails to prevent being thrown from their bunks." "Everyone was seasick." On one occasion he had to leave his bunk but found that walking about 40' to the head was precarious. Because of this they just "stayed put." During this period, Tony states that the ship was making about 2 knots for a

unusually slow speed for a "support vessel"

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significant period of time, the ship arrived 6 hours late at Eniwetok. As confirmation of the violence of the ship's motion the heavy steel "A" frame supporting the boom of the 30 ton crane was apparently bent and broken. In addition, the heavy steel channel iron box frame which was bolted to the deck and to the boom was so badly battered that it was bent "about a foot" in the middle. Should that boom have broken loose, it would have presented a very serious emergency. The Department of Energy representatives, as usual, were quartered behind the bridge, in an area much less affected by this type of pounding from the pitching of the hull running into head seas.

Of even more concern to me is the fact that a pregnant Marshallese lady, who was overdue, was allowed to come aboard the vessel during that violent passage. I assume that permission for her transport as a passenger was given by ~~the~~ DOE leader. I have personal experience with the difficulties and the dangers of delivering a child at sea. (See my trip report of a year ago.) On that occasion, we transported a pregnant lady who was toxemic (this is a bona fide obstetrical emergency that threatens the life of the mother and the child, usually within hours). This was done as a calculated risk. We had aboard the ship a certified obstetrician and we were running with the waves in moderate seas. Nevertheless, most of the medical staff including the OB specialist and the nurse were so seasick they were essentially nonfunctional. John Iaman, the Marshallese physician, delivered the baby and then became seasick himself. Thereafter, I sat with the patient, checking for postpartum hemorrhage, luckily no complications ensued. The decision to subject this Ujelang patient to the violence of the return trip to Eniwetok was in my medical judgment a much greater risk than if she had remained at Ujelang. I understand the health aide was with her, as was her husband, but the graphic description of the violence of the ships movements given by Mr. Greenhouse

5052339

would seriously reduce their utility. If the patient and/or the child had died at sea aboard an inadequate DOE vessel, I am afraid a very serious law suite could have developed. I have made this point repeatedly over the last year. How long will Brookhaven National Laboratory be required to operate with a vessel that is inadequate and on occasions/dangerous/under existing sea states?

The answer to question 2 and 3 is therefore clear. We do not and will not consider the Likatanur II adequate for the medical missions. Question 3, referring to "modifications" of Likatanur II is unclear. In my discussions with Roger Ray, I was informed that hold #3 was being considered as a new living area. I believe this area is currently the machine shop and tankage. Supposedly they could be moved elsewhere. That modification would in no way change the hull motion in normal winter seas. It would just allow more room for berthing the incapacitated scientific party. An additional rumor I heard is that the DOE is considering cutting the ship in two, and adding an additional 20' to the hull length. This procedure would increase the current length by about 17%. From an economic standpoint, this presents some very unpalatable alternatives. They are: 1) such a major hull modification is very costly and time consuming. I assume that both the time, and at least part of the labor and the material costs of this major alteration would be underwritten by DOE, escalating even further, the expense of this particular vessel. It seems analagous to leasing a Volkswagon beetle to use as an ambulance and then converting it into a limousine in the last third of its contract period, only to return the enhanced VW to its rightful owner. I seriously question the wisdom of this option. 2) I would assume that the elongated Likatanur II would cost more, both on the standard per annum rate plus the added fuel to push 17% greater wetted surface through the water

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(increasing water resistance with decreasing speed at a given thrust (horse-power)). I hope they are not considering changing the propulsion system, that could be prohibitively expensive.

In addition to the economic contraindications, there are several possible marine engineering aspects that must be considered. This ship has been extensively modified from its design function as a garbage scow. The changes in stability and hull dynamics by covering the garbage holds, plus the addition of the 30 ton crane at deck level have altered the kinetics of the hull, especially as it pounds into head seas. The heavy boom of the crane, with violent pitching, induces a secondary hull vibration of an oscillating nature that could lead to metal fatigue in the hull. These secondary oscillations are very powerful and shake the entire ship. A careful study of the changes in the hull's dynamics will be necessary. For example the new hull section will probably change the center of bouyancy and/or center of gravity and will have an unknown affect on the inherent stability of the new hull configuration. I would assume that the addition of the essentially empty 17% of the hull would raise the center of bouyancy and therefore decrease the basic stability of the hull, unless that section were ballasted to its original center of bouyancy. Liberty ships that had essentially the same type of expedient reconfiguration during World War II, to increase their cargo capacity, had a bad reputation for breaking apart, frequently at the site of the welded sections. To prevent this, it would be extremely expensive to x-ray the entire length of all new welded seams to insure their structural integrity.

In conclusion, the basic ship is inadequate and I would have even greater reservations about the ship if hull modifications were considered. I would suggest that the procurement group admit that the ship was a bad choice initially and not throw good money after bad. Our budget cannot stand such crisis

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procurement especially in face of the impending austerity. I hope this will clarify our position on questions 2 and 3.

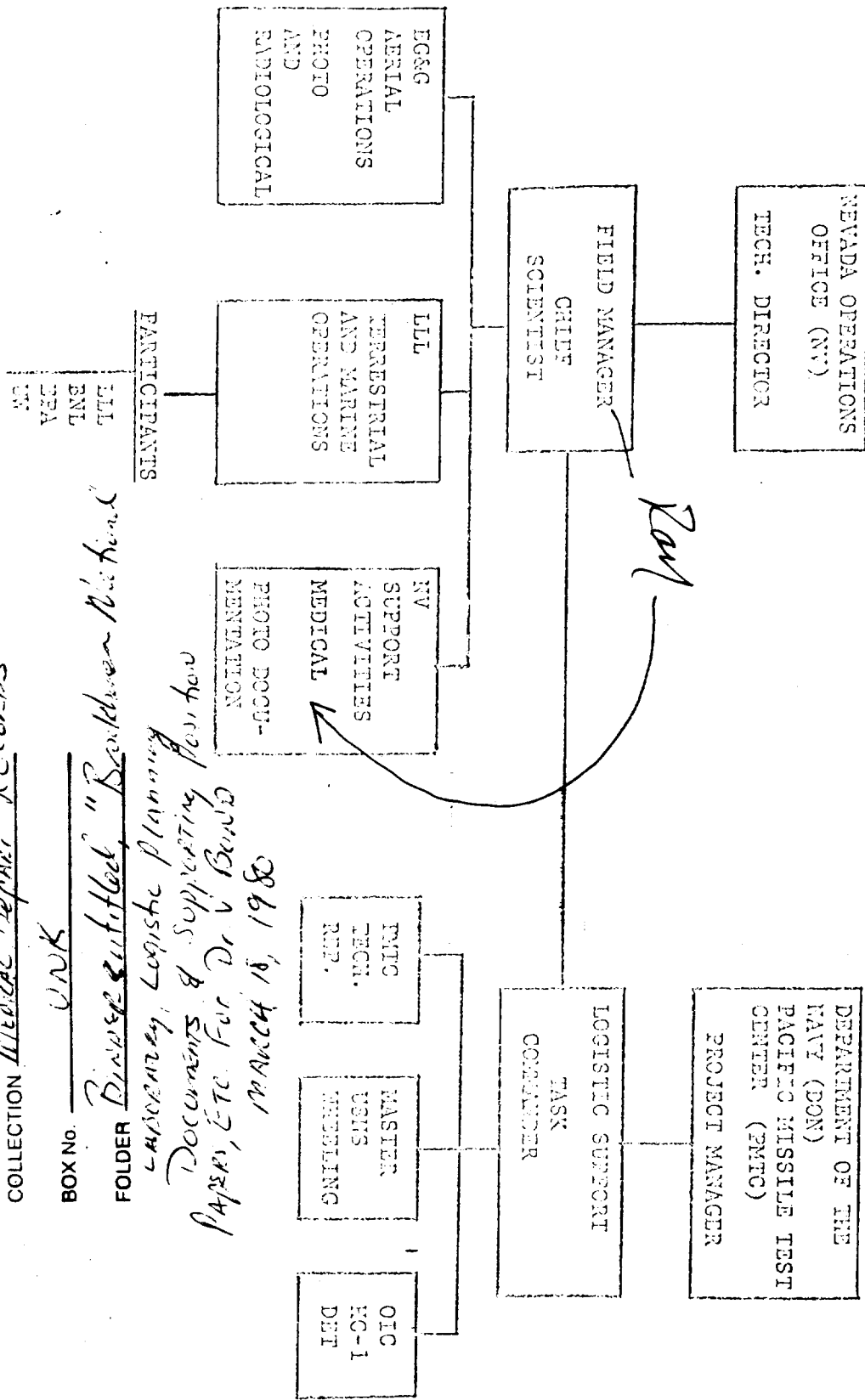
As to question 1, "the future of current Marshall Island Programs and proposed newer expanded missions" our position papers of December 1978 and the updated position papers of 1979 and 1980 clearly state BNL's positions for each increment of expansion. The medical program is essentially a screening program. As such, it has unique structural and architectural requirements, unlike most other health care facilities. We have a large file of what those requirements are and we would be delighted to discuss those plans in depth with the projected construction facilities or engineers. As we have stated repeatedly in the past, we would ultimately desire fixed examination sites on each of the islands, designated as our responsibility by the DOE. Transportation to and from these islands would best be handled by air transport and we have discussed with the PASO group, at length, the various options possible in this area. We know that the Marshall Islands government is actively interested in establishing STOL airstrips on each of the islands and we feel that some agreeable cooperative effort could be mounted to work synergistically for the good of the Marshallese people.

The details of the expansion for each of the possible atolls is discussed in detail in the appendices. The details of the examination on each of these atolls will be dependent upon the clear definition of the role of the medical team as outlined by the DOE. This definition will in turn determine the frequency of the examination and the composition of the team. These variables will in turn determine the logistic requirements. When BNL receives an outline of the specific types of examinations and a clear definition of the intermittent/continuous medical care responsibilities we will be able to define much more clearly the required logistic elements.

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NORTHERN MARSHALL ISLANDS RADIOLOGICAL SURVEY

FIELD OPERATIONS ORGANIZATION CHART



BNL Blankham National Laboratory

REPOSITORY

COLLECTION *Medical Depart Records*

BOX No. *UNK*

FOLDER *Disseminated? "Barkham National Laboratory, Logistic Planning"*

*Documents & Supporting Photos
Paper, Etc. For Dr. V. Bond
March 18, 1980*

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BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11773

(516) 345-3568
FIS 665-3568

Medical Department

February 22, 1980

*From Don [unclear]
re. Logistics*

Dr. Bruce Wachholz
Policy Analyst/Environmental
Office of Health and Environmental Research
EV-30, E-241
Department of Energy
Washington, D.C. 20545

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Dear Bruce:

You have asked us to forward a description of our recommendations regarding logistic support for the Marshall Islands studies. In consultation with Vic Boud, Hugh Pratt, and Bob Aronson I have come up with the description and recommendations that follow.

In brief, we view a "logistic support system" for the Marshall Islands study to include the following:

- 1) Such a system provides logistic support to the program on request.
- 2) It is the responsibility of the ENL Marshall Islands study program director to identify and quantify the logistic elements necessary for support of the scientific missions.
- 3) The logistic support system and BNL should remain in close contact at all times to assure that the facilities provided by the system are the best available to support the scientific mission under existing fiscal and operating constraints. In particular, in light of the special needs of the medical surveys, chartering or modification of a ship (vessel) should be done in collaboration with the users, and the final charter should not be effected without approval of all parties.
- 4) The logistic support system is a "service system". It has a responsibility to respond to the users' needs. It should not initiate policy or procedures that change or modify research protocols without clearance by the scientific programs. In this context, itineraries specified in preplanning letters are considered parts of the research protocols.

Alterations in protocols made in the field should be by mutual agreement whenever possible. Remaining disagreements should be resolved by DOE Headquarters. When this is not feasible because of operational emergencies, time pressures, or other contingencies, the senior member of the medical team shall make the final decisions except that he shall defer to a licensed Master of the vessel with regard to working patterns concerning

February 22, 1980
Wachholz/Borg

Page Two

personnel safety, seamanship, vessel's operation, navigation, vessel's policies and emergency procedures; and he shall defer to a DOE representative (if present) regarding emergency administrative or policy decisions.

As you know, we have been concerned for sometime regarding conflict and uncertainty over lines of authority and responsibility among Headquarters, BNL, NVOO, and PASO. This brief outline of our position leaves many gray areas that require further resolution. We recommend a joint meeting of ourselves and representatives of PASO with you to discuss these matters and to come to constructive and agreeable conclusions.

I know that the Marshall Islands program is, on the one hand, very important to EV and, on the other hand, a source of great difficulty in terms of both management and funding. We intend to do our best to provide the support you need in the field, and I feel that we are all working together on this very demanding task.

Very cordially yours,



Donald C. Borg, M.D.
Chairman

dst

cc Borg

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PRIORITY

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SMITH BAY HI
RUEGVR/USDOE/ROGER RAY AND PAT MCGILL/
LAS VEGAS NV
RUEFBC/U OF WASHINGTON/WM SCHEULL AND ALLYN
SEYMOUR/SEATTLE WA
RUEFCA/USDOE/JOHN DEYOUNG/AS TERR AND INTL
AFFAIRS/WASHINGTON DC
RUEGUTN/USDOE/JOE DEAL EV-123/GERMANTOWN MD
RUEGSTN/USDOE/BRUCE WACHHOLZ EV-33/
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FM/HOLMES AND HARVER HICKAM AFB HI
TO RUEHBA//DOE/DNA COORDINATOR/JIM WATT/
DALEIN MI

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Delese dated March 14 80

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HARRY BROWN, EXECUTIVE SECRETARY, LUPG SENDS.

REF. A. OUR MSG DTG 070012Z MAR 80

B. OUR MSG DTG 112230Z MAR 80

RECENT DEVELOPMENTS MAKE IT NECESSARY TO CHANGE THE LIKTAMUR.

USERS PLANNING GROUP MEETING FROM MARCH 25 AT LIVERMORE TO MARCH 26

WOB ~~IN~~ NEVADA OPERATIONS OFFICE (DOE), LAS VEGAS. WE ARE MOST SORRY FOR THE INCONVENIENCE THIS MIGHT CAUSE YOU AND HOPE YOU WILL STILL BE ABLE TO ATTEND.

THE MEETING WILL BE HELD AT 8:00AM AT THE DOE OPERATIONS OFFICE, 2753 SOUTH HIGHLAND, IN THE AUDITORIUM. YOUR POINT OF CONTACT FOR HOTEL RESERVATIONS AND OTHER NEEDS IS MS. PAT MCILL, PHONE FTS 595-3305, COMMERCIAL A/C 702, 704-3305. REQUEST REPLY AS SOON AS POSSIBLE.

END OF MSG. OP-132

BT

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FMH

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U.S. DEPARTMENT OF ENERGY
memorandum

TO: JAN 10 1980

REPLY TO
ATTN OF: EV-30

SUBJECT: Trip Reports from Dr. Hugh Pratt, Brookhaven National Laboratory

TO: Roger Ray, NV00

Dr. Pratt has identified a number of concerns in his latest (i.e. September-October) trip report which bear upon responsibilities and/or actions of NV00/PASO. Similar comments have been made in other correspondence.

Since these issues are a part of the record, it would appear prudent to obtain NV00/PASO comment and/or clarification regarding them. For example, included among, but not limited to, these issues are the following:

1. The claimed lack of arrangements for meetings as requested in Dr. Pratt's letter of August 9, 1979, to Mr. Stanley. *Tab Index 3A & 3B*
2. The radio announcement of reimbursement for travel, food and expenses of the BNL study group on other islands to Majuro Ebeye per Mr. Brown's authorization. *Tab Index 3C*
3. The basis for the \$27.00 per diem rate rather than the \$10.00 per diem rate. (How clearly has it been made to appropriate parties that this is not a new rate, and what actions are contemplated if the people refuse to accept the \$10.00 per diem rate in the future?)
4. Who initiated the \$10.00 per diem rate for whole body counting, Mr. Brown or Mr. Greenhouse, on what basis, and by whose authority? Mr. Brown did.
5. What if any alternatives were available to chartering a boat for \$2,125 for the transport of the Bikinians between Ejit and Majuro? *Tab Index 3D*
6. Did two medical exams cost the Department of Energy \$1,674 as claimed?
7. More importantly, presumably these and other matters were not discussed with Dr. Pratt while he was at PASO prior to his departure to the Marshall Islands. Inasmuch as these factors would affect the BNL staff, it would appear desirable that they be informed re these factors before arrival in the Marshall Islands.

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Roger Ray

- 2 -

I was under the impression that per diem arrangements were the responsibility of the PASO and not a responsibility of Dr. Pratt. Is this incorrect?

Any comments on these and other matters addressed in the BNL trip report would be appreciated.

Bruce
Bruce W. Wachholz, Ph.D.
Office of Health and
Environmental Research
Office of Environment

cc: M. Gates, HVOO
W. Stanley, PASO
H. Pratt, BNL
R. Clusen, DOE
H. Hollister, DOE
W. Burr, DOE
J. Blair, DOE

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BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

(516) 345-3577

Medical Department

August 9, 1979

Mr. William J. Stanley, Director
U.S. Department of Energy
Pacific Area Support Office
P. O. Box 29939
Honolulu, Hawaii 96820

BEST COPY AVAILABLE

Dear Bill,

With regard to our forthcoming medical survey I would like to provide you with the following information concerning personnel and travel arrangements and also to request certain support from your office. As we discussed at Livermore, I am funneling all requests for either DOE, TT or Missile Range support through your office. The only exception is that I have requested Peter Heotis to go down to Majuro this week to line up the TT personnel that I hope will be able to participate. I think this can be best accomplished by first hand discussions. Peter will also make our hotel and auto rental reservations while he is in Majuro.

As you will note from the survey schedule (Enclosure #1) we plan to start examinations at Majuro on Monday, September 10th. I would like to have a DOE representative join us for the full course of the survey. This is essential because the majority of the questions asked at these village meetings are of a non-medical nature and therefore can be better fielded by someone from your office.

I plan to meet with the people at each island we visit prior to the exams to outline the type of exam we will be offering and the reason for these exams. The meeting at Rongelap and Utirik offer no scheduling problems but the meeting I would like to hold on Majuro and Ebeye will require your help and the help of TT officials at these islands. An announcement could be made by radio stating the time and place of each meeting. Sunday afternoon or evening, September 9th at Majuro, and Sunday afternoon or evening, Sept. 16th at Ebeye, would allow us to talk with the people before the exams commence. At Majuro arrangements to bring the Bikini people living on Ejit over to Majuro both for the meeting and for exams during the week will require the help of Oscar deBrom. We would welcome all Rongelap, Utirik and Bikini people to these meetings. In addition, the islands of Rongelap and Utirik should be notified of our planned arrival date. During our stay in Majuro we will be able to perform 100 adult physical exams. These will include the following groups in this priority:

1. Rongelap and Utirik, exposed who have not had a full exam in January or May (Enclosure #4).

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2. Rongelap unexposed, on our matching comparison list, who were unavailable in January or May (Enclosure #4)

3. Bikinians - i.e., those Bikinians with traditional land rights on Bikini that were evacuated in August 1978. The Trust Territory government should be able to furnish us with this list. The medical care for the remainder of the 600 - 800 people identified as Bikinians is still under discussion by the DOI and DOE. Transient, non-Bikiniian, workers who have spent a variable amount of time on Bikini are also under discussion at DOI and DOE.

We expect to ship to you about 15 boxes of medical equipment around August 27th. Some of these boxes will be designated for Majuro, the rest for Kwaj. The Majuro boxes will be needed at Majuro by September 6th. The Kwaj. boxes should be at Kwaj. by September 14th. We will contact Mr. Hoga or Louise Sutton when we ship these supplies.

The following supplies, either purchased or borrowed from Kwaj. should be available for unloading at Kwaj. prior to our departure for the outer islands.

6	cases apples
6	cases oranges
20	cases diet cola
1000	lbs. rice, unpolished
360	(1 1/2 lbs) cans beef stew
240	cans Spam
120	cans baked beans (large)
2	ea. 100 lbs dough nut mix
25	ea. 2 lb. can shortening
18	cases powdered milk
200	lbs dry beans
4	ea. X-ray developer concn. (ea. to make 5 gal. working solution)
4	ea. X-ray fixer concn. (ea. to make 5 gal. working solution)
8	ea. mattresses
80	ea. single sheets
8	ea. pillows
16	pillow cases

We have been unable for the past two years to secure any 16 mm movies to show on the outer islands. These movies were a great source of pleasure to the people. Would you rent us 3 family type (comedy, western, etc.) movies along with a 16 mm projector with some spare parts? We would need this to take aboard Likiepur II on Sept. 21st. We would return these to Honolulu on Oct. 8th.

Enclosures #2 and #3 list the team personnel and the hotel and airline reservations which we are requesting.

We appreciate your help in these matters and I am looking forward to seeing you when I am in Honolulu next month.

Sincerely,

5052351

OS. IRATT The house 7

SEP 13 23 41

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UNCLAS NONND

UNCLAS UNFORMED
MUSTANLEY SENDS TO JIM WATT, PLASS TO DR HUGH PRATT,
1, ~~THE~~ SERIES OF CONFLICTING PRIORITIES AND PROBLEMS CAUSE
ME TO ~~CANCEL MY PARTICIPATION IN DRUGGING RONGELAP-UTIRIK TRIP~~.
WILL EXPLAIN MORE FULLY WHEN I SEE YOU; TED MURAWSKI WILL SERVE
AS PASO REPRESENTATIVE AND HANDS ON THIS TRIP, I WILL TRY TO SEE
THAT HE HAS ALL NECESSARY DATA, THE RECENT BNL NBC AND HARRY BROWN
CLAIM PAYMENT TRIP WERE SO SUCCESSFUL IN ESTABLISHING AN "ERA
OF GOOD FEELING" I WOULD NOT ANTICIPATE YOU WOULD ENCOUNTER
ANY SIGNIFICANT ADMINISTRATIVE INQUIRIES FROM EITHER THE RONGELAP
OR UTIRIK POPULATION.
2, BRUCE WACHNOLZ FEELS VERY STRONGLY THAT PASO AND BNL SHOULD NOT
VISIT LIKIEP AT THIS TIME AND REQUESTED THAT I PASS TO YOU HIS
REQUEST THAT YOU CANCEL THIS PORTION OF YOUR PLANNED ITINERARY;
BRUCE WILL BE AT OUTRIGGER WEST HOTEL; TELEPHONE NO, 922-5922
ON SEPTEMBER 15, 1979; SHOULD YOU WISH TO DEBATE ISSUE WITH HIM,

PAGE 2 RUHVAAR2185 UNCLAS NONND
3, SORRY I CAN'T BE WITH YOU, END OF MSG, OP#596
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NRIN

jc

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(4)

Harry Brown's announcement on Radio 8/22/77

This announcement is for the people of Rong and Utirik. The BNL med. Team is scheduled to provide Phys exams, dental & pediatric work on Maj, Ebeye, Rong & Utirik for those people who want to be examined and live on other Islands and also have been issued a BNL I.D card. You may want to come to Majuro or Ebeye on a field trip ship and see the Doctors. They will be on Majuro Sep 9-15, on Ebeye Sep 15-20. You will be reimbursed for the cost of your Travel, food and expenses while on Majuro and Ebeye. Again This announcement is for the Rong & Utirik people with BNL I.D cards who live on other Islands. Drs will be on Maj Sep 9-15 and Ebeye Sep 15-20.

NOTES: FROM BILL SCOTT - Re: PRELIMINARY WORK
during his preliminary work at PRIOR TO THE SEPT-OCT '79
TRIP.
Majuro - Sept - ① 1979 - see next page Top

Thurs Sept 6th

Hono → Majuro (Fri May)

2 hr Delay at Hono - Lu Hono 1000
arr Maj 1400

Met by Peter + Sabio - Peter had our
2 vehicles and had loaded up our
boxes at Airport - We checked into
Gateway ~ 1500 - Unloaded Boxes from
Truck in front of Gyn Trailer.

There had been no work done showing up
our floor as requested by Peter last
month and no work done on AC in
Gyn as also requested - Stopped at
Public works + got run around regarding
availability of plywood - They sent
a couple of men to work on AC -

Next we tracked down Oscar who
was on his way to a meeting w/ President
Kabua - Needless to say he didn't cancel
This for us. We finally met with him

(2)

at 1700 - ~~Harry Brown had said nothing~~
~~to him. (or anyone as far as I can see) regarding~~
meeting on Sunday We felt about
all we could do in the time allotted
was try to set up a meeting with some
Island leaders - He said he would
set up a meeting at 1100 Tomorrow (Sat)
and bring together some people
from La Island - He asked us to
look up Carmine Blythe and see what
Harry Brown may have discussed with
her regarding any meeting -

We later found her a few
minutes later walking down the street.
She said Harry mentioned nothing about
a Sunday meeting - He did request
she broadcast over the radio an
announcement asking Hong & Kiriak
people from with I.D. cards to come
in for examinations - This

(3)

Was directed to people living on other atolls (see copy of message). I know of only one family who is here now at Majuro as result of this announcement. (father, mother (both I.D. people) and seven (7) children. As indicated there may be more people at Enge as a result of this announcement.

(3)

Fri Sep 7th (Sat morn)

Started setting up Lab in A.M.
finally got 6 pieces of $\frac{3}{4}$ plywood -
Bob + Sebio put it down - met with
Oscar DeBum, Reynold DeBum, and
Joe - - - (Joe former PCV married to a Bikini lady
and a rep. of Bikini people, and Donald Matthews -
at this time no Rong. representation was
present - past way thru this meeting
President Kabua came in and joined us.
It was decided that we would go ahead
with a Sun meeting. Oscar suggested
we see Judy Knapp as she and her legal
group represented Rong + Bikini - Joe - - - (Bikin
suggested we go to EJit + Talk 2 Andrew
and Tukwa - Donald Matthews said he
would be available - President Kabua
asked about "unexposed" living on Rong, Utirik
and Bikini. Should they not be eligible for compensation?

(6)

thyroid operations - He asked also what plans were being made regarding The Liking people - One of the problems we ran into is that "everyone" it seems is headed for Kwaj Tomorrow to join in The Eniwetok meeting -

We 1st located Judy Knapp (along The Highway again) she offered her meeting room at The Byrd Services office and we decided on 3 PM Sunday meeting - She said she would be glad to be present - She would get some Roy. people.

We met Reynold DeBrun at 3:30 and he took us to E. J. T. He translated and we met E. Andrews Tukua - Andrews is heading for Kwaj Tomorrow also - They were agreeable for a 3 PM Sun. meeting so Reynold will pick them up at 2 PM and we will meet them at Co-op pier + take them to meeting -

Later in afternoon Willie (school teacher on Roy) dropped by The room. He told me

(7)

That he and Isao had been elected by The
Rang people to represent them.

"In affairs between The doctors and lawyers."

Isao is also here on Maj and Willie will
inform him of Sunday meeting.

Wed Sep 8th (Sunday May)

Setup lab equipment, Clean Trailers

Report 1000 -

GOVERNMENT OF THE MARSHALL ISLANDS
DEPARTMENT OF RESOURCES & DEVELOPMENT

Date: 9/12/79

MS: Li-Takinal

Charge to: DOB

Date	Time Departure	Time Arrival	From	To
9/8/79	14:00	18:00	Hose Port	Ejit Isl.
9/9/79	13:00	18:00	"	"
9/10/79	03:00	09:00	"	"
"	17:00	20:00	"	"
9/11/79	09:00	10:00	"	"
"	17:00	19:00	"	"
9/12/79	06:00	09:00	"	"
"	14:00	15:30	"	"

REMARKS: Li-Takinal Charter trips to Ejit Islands 5 Days \$350.00 per day, exclude crew member, \$350.00 x 5 days = \$1,750.00

Crew Members hours breakdown are as follow:

Date	Raymond de-Brum (\$8.00)	Lajuar Hax (2.50)
9/8/79	4 hrs. o/t @7.50 = \$30.00	4 hrs. o/t 63.75 = \$15.00
9/9	10 " o/t 7.50 = 75.00	5 " o/t 3.75 = 18.75
9/10	8 " Reg. 5.00 = 40.00	8 " Reg. 2.50 = 20.00
"	3 " o/t 11.50 = 22.50	3 " o/t 33.75 = 11.25
9/11	8 " Reg. 5.00 = 40.00	8 " Reg. 2.50 = 20.00
"	2 " o/t 7.50 = 15.00	2 " o/t 3.75 = 7.50
9/12	8 " Reg. 5.00 = 40.00	8 " Reg. 2.50 = 20.00
	\$262.50	\$112.50

Certify true and correct

by (IOB)

Li-Takinal Charter \$1,750.00

Raymond de-Brum \$262.50

Lajuar Hax \$112.50

Totals: \$2,125.00

Prepared & Submitted

[Signature]
9/13/79

5052301

Enclosure 1

(COPY)

Officer in Charge
Marine Inspection
P. O. Box 3160
Honolulu, HI 96802

16710/LIKTANUR II
7 November 1979

Mr. C. E. Otterman
U. S. Oceanography
666 Prospect, Penthouse
Honolulu, HI 96813

Dear Sir:

The enclosed letter is in response to the Department of Energy inquiry regarding the status of LIKTANUR II, O.H. 572028 when performing the missions scheduled for 1980. As stated in the letter, it is my opinion that the vessel will not be used exclusively for oceanographic purposes.

Accordingly, LIKTANUR II will no longer be an "oceanographic research vessel" as defined in Section 441 of Title 46 United States Code and the designation of LIKTANUR II as an oceanographic research vessel in my letter of 17 April 1979 will be considered void.

A copy of this letter and enclosure is being mailed to your west coast address:

U. S. Oceanography
P. O. Box 81626
San Diego, California 92133

If you have any questions regarding the above, do not hesitate to contact this office.

Sincerely,

A. D. Utara
Commander, U. S. Coast Guard
Officer in Charge
Marine Inspection

Encl: (1) OCHI 30 Oct 79 ltr
to Dept. of Energy

5092364



BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

(516) 345-3577
FTS 666

Medical Department

December 12, 1979

Bruce Wachholz, Ph.D.
Division of Biomedical
and Environmental Resources
US Department of Energy
Washington, D.C. 20545

Dear Bruce:

I appreciate your frank comments about my leadership as the principal investigator for the Marshall Islands Study for BNL over the last ten months. The primary problems seem to be procedural and the fact that I seem to "overreact" to administrative problems (to use a kind word). I feel this is a tremendous program with unique potential for quality work and growth; I am afraid I see red when someone fails to give it adequate support. I have thought a great deal about your comments for I value them. I thought I would try to respond to them in this letter. In going through my files, I have attempted to document for you the number of times with specific dates and quotes where I have attempted to get some action via the appropriate channels of the system (ie, headquarters -- Las Vegas -- PASO) without success. You mentioned that I should have contacted the Las Vegas office with these complaints. A review of the enclosures will reveal that I have been in constant contact with Roger Ray since shortly after I took the program over. He has failed to answer any of my complaints or to attempt to set up a problem solving meeting. As you can see, I have also had multiple correspondence and conversations with Bill Stanley and Harry Brown over the last year. I think it is obvious that I considered Bill Stanley a mediator up until a short time ago.

NOTE

After your appointment as coordinator I thought I made it clear that some very serious policy and procedural matters were brewing and I have repeatedly asked, over the last months for a meeting of all the principals so we could straighten these problems out. I sure as hell don't like to operate under these constraints, and I am equally sure DOE would like to solve them as soon as possible.

To be more specific and chronologic, I offer the following proof of my attempts to deal within the system. In my first trip report, two months after I took over the program, I detailed some serious operational, safety and administrative problems concerning the performance of Harry Brown (Enclosure 1 - January-February Trip Report). It is obvious from the length and detail of this report that I considered the ship's logistic support on that survey to be inadequate. I presented all of the observations and opinions, in writing, in a rough draft, to Mr. Stanley, Mr. Brown and Mr. Ray. I did this specifically to alert them to the problems, as I saw them, prior to the Users Conference that was scheduled for February 28, 1979, in Livermore, California.

1979

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Bruce Wachholz, Ph.D.
December 12, 1979
Page two...

I anticipated that a very difficult administrative problem would develop during the Users Conference, since Mr. Otterman had been invited. I requested that the concerned DOE representatives have a preliminary meeting at Livermore, prior to the conference to attempt to resolve these problems, and not to use the conference itself as a forum for the discussion of the details of the survey. Unfortunately, we were unable to accomplish this. I can expand on why this was not accomplished, if necessary." I think this is the proper time and place to expand on why I was unable to meet with the DOE representatives prior to the February ship's Users conference. I checked into the Livermore Motel at 2:00 P.M., awaiting the DOE group. At 6:30 P.M., I had dinner and returned to my room. In the process, I checked at the desk for any messages -- they had none. I then went to my room and waited until 11:00 P.M., calling the desk repeatedly for any messages with no luck. Finally at 11, I went into the bar and found Chuck Otterman, Roger Ray, Bill Stanley, Harry Brown, Bill Robeson and Vic Noshkin having a great party. Roger Ray was so intoxicated it was impossible to converse with him, in fact, he could hardly stand up. I asked Bill Stanley if he wanted to convene the meeting -- he thought we ought to skip it! That is exactly what happened on my first attempt to follow the line of command and to proceed in an orderly manner.

The next attempt occurred on March 29, 1979, in Walter Weyzen's office in German-town. Copies of my trip report had been sent throughout the Las Vegas - PASO administrative chain. Walter recognized the problems were severe and summoned Roger Ray and Bill Stanley to headquarters to discuss the discrepancies. Your DOE legal counsel was there. We met for three hours. I am sure Walter remembers the meeting well. Roger Ray stated that the ship cannon was probably some sort of signalling device. He said it seriously but none of the participants could believe he meant it. I am enclosing my letter of June 25 to Bill Stanley referring to that meeting (enclosure 2). As you re-read it, I think you can see that I was still trying to work within the system -- a copy went to Roger Ray.

You seem to indicate that the problems are "personality conflicts" between Roger Ray and myself. Do you know that Dr. K. Knudsen repeatedly complained to Dr. Conrad ^{TAB} that Roger Ray interfered in the program and he also insisted that Mr. Ray's position be clarified concerning programmatic interference. On another occasion, Roger Ray kept Dr. Bond and Dr. Burr waiting several hours in Majuro in 1977, at the time of medical negotiations for expanded care. They cooled their heels while Mr. Ray negotiated medical policy with the Marshallese government. I am enclosing a copy of Dr. Knudsen's letter of resignation (which he never submitted) so that you can understand that this problem is not unique with me. Harry Brown is Mr. Ray's protegee; they act in unison...so I hold Mr. Ray responsible for Mr. Brown's transgressions. I use the word transgressions in the true sense ("exceeding of due bounds or limits") These acts were not just "goofs". They were calculated decisions of a reasonably intelligent man. Would you please call Walter and ask him his opinion of Mr. Ray? He told me that Mr. Ray frequently injected himself into areas that were not his concern and that Walter was "sick of it". I do not blame him. I treasure the support I received from Walter.

Now we get down to the crux of the matter. After attempting, repeatedly, to work through the system, I consciously took a course of action. I knew would get some results. My letters to Cdr. Utara and Gen. Gates were designed to produce exactly the results the achieved. I will be delighted to discuss this set of actions with Ms. Clusen or anyone you feel is interested in the evolution of the problems.

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Bruce Wachholz, Ph.D.
December 12, 1979
Page three...

The BNL Medical team has a number of goals; they are important to the Marshallese and to me, personally. I simply cannot sit by while Roger Ray's interference impedes this program, as long as I am principal investigator. As I mentioned in the hall, some thought might be given to turning the entire logistic package over to BNL. It makes a great deal of sense and would certainly solve this problem. We could handle our logistic support from BNL by hiring a full time man in Honolulu and another on Kwajalein. I have outstanding candidates for both positions. They have both told me they would like to come to work for the Marshall Islands Study at BNL and both are familiar with the program and the field operations. In reality, I don't think we can deny that this program is growing rapidly. The probability is 99%+ that Likiep will need to be picked up as a part of the study. When this happens, Ailuk and Mejit will, of course, be suspect. Then Wotje will need to be surveyed to find a clear perimeter. It then becomes apparent that the medical survey will require the full time support of an adequate vessel. I am sure that BNL could find such a vessel, given adequate funding. This ship should be obtained on full support contract, ie, crewed, supplied, etc.

I realize fully that other labs are working under DOE contract in the Pacific. I anticipate that with the completion of the work on Enewetak that there will be a significant reduction in the load on PASO. Could support be offered from Las Vegas, via contract with Holmes and Narver in Hono (as is currently the case) but with a significant reduction in overhead? I feel that LLL with Bill Robeson and Vic Noshkin are doing outstanding work, but I doubt if their role will expand as rapidly as the medical and whole body counting programs will grow. I do not know what their future plans are but again, this just emphasizes the need for a meeting of the principal investigators to discuss the scientific program -- to be followed by a logistic planning conference, to spell out, in detail, how we can assist each other. Bruce, I have been asking for just such a meeting since my initial consultant evaluation, prior to joining BNL. I have written about all of these problems, ad nauseum, since 1977 and asked for positive steps toward resolution. It therefore comes as somewhat of a surprise to hear that I have failed to keep DOE advised and that the "magnitude" of the problems have just emerged.

I agree with you completely that DOE - Las Vegas and PASO deserve their "day in court". But, I think that day should lead to a joint meeting where we can both present our documented evidence; we should not accept undocumented accusations or complaints. I hope this letter will reach you before the meeting of the week of December 17. I think there are some new perspectives that might not have surfaced in prior correspondence. Thanks again for hearing me out.

Sincerely,



Hugh S. Pratt, M.D.

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BROOKHAVEN NATIONAL LABORATORY

MEMORANDUM

DATE: March 22, 1979

TO: E. P. Cronkite
FROM: H. S. Pratt *H. S. Pratt*
SUBJECT: Summary of the Problems Encountered
in the January-February 1979 BNL
Marshall Island Medical Survey

As you requested at our meeting this morning, I have prepared a summary of some of the more serious deficiencies in the logistic support provided for the Marshall Island program during our recent survey. I feel the primary concern for BNL involves the safety of the scientific party and the administrative/public relations posture of the U.S. Oceanography (Lictanur Operator) in relation to the Department of Energy/BNL. In the area of maritime problems/ship safety, the following items were of particular importance:

1. There were no fire extinguishers in the medical berthing area.
2. Egress from the overcrowded medical berthing area led through a single, heavy, watertight hatch into the x-ray/laboratory area (a high hazard area - containing high voltage and flammable chemicals), up a ladder forward into the forecabin, and then aft onto the well deck. Since there is no outside ventilation provided to the berthing area, a fire in either hold number one or number two would have quickly led to asphyxiation of the scientific team.
3. The single, watertight hatch leading from hold number two to hold number one was heavy, and swung violently with pitching and rolling of the ship. There was no provision for securing this hatch in the open position until a jury-rigged line was attached to the adjacent bulkhead.
4. Throughout the entire cruise, no organized safety drill or instructions were given by the ship to the medical party. We were not informed as to where the life belts were stored nor how to use the life raft (many of the medical team were weak or non-swimmers).
5. The outboard passageways, both port and starboard on the main deck level required climbing over a totally-exposed fore and aft ladder with no safety lines.
6. From the habitability standards, the enclosed pictures of the bunking areas demonstrate the extreme crowding. The bunk beneath the air conditioning unit was repeatedly drenched with cold water if the ship were rolling at all.

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E. P. Cronkite
Page Two

7. Because of the lack of adequate pilotage, the ship was steered over the reef approximately 200 yards south of the mouth of the Utirik Pass. Fortunately, due to extremely high tide and weather conditions, the ship was able to clear the reef without incident.

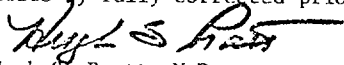
In the area of administration/public relations, two of the most distressing problems arose during the Rongelap Survey, they were:

1. The ship carried a cannon; a close replica of the old boarding cannon used on sailing ships to protect the gangway. This cannon was mounted just forward of the gangway on the starboard side. The cannon was fired twice on February 6th and again on the evening of February 7th. Following the firing on the 7th, a seven-year-old child on Rongelap stated that he was struck by a projectile from the cannon. Apparently, another child had thrown a rock at the time the cannon was fired, striking the boy in the back, and this was interpreted as the injury from the cannon blast. The cannon itself was loaded with tin foil and other non-hazardous material. The problems generated by this pseudo-bombardment of the island jeopardize the philosophy of the peaceful medical evaluation of the people of this island previously injured by the U.S. weapons test. Mr. Otterman (the owner of U.S. Oceanographies) made the decision to fire the cannon and the acceptance of this action by the Department of Energy's liaison representative, Mr. Brown, I am afraid seriously compromised the credibility of the survey, even though, apparently, no serious physical damage was done.

2. It was the decision of the medical team that we would begin a nutritional program aimed at reducing the amount of free sugar consumed in the islands. We, therefore, purposely refrained from handing out candies and other sugars. Contrary to this policy, the owner of the ship along with the DOE liaison representative went ashore and were passing out candy. It was difficult to explain to the people of Rongelap, as well as to the owner of the ship, the reasons for this medical decision. However, diabetes, exogenous obesity, and dental caries are probably the three most serious medical problems in these islands.

In conclusion, a complete review of the trip report will reveal that there were serious materiel deficiencies, as well as procedural difficulties, between the contractor and the medical survey team. I feel that prior to further utilization of this ship there should be a meeting to more closely coordinate the administrative effort so that these problems do not arise in the field, and that the material/safety deficiencies be fully corrected prior to any further utilization.

bwa


Hugh S. Pratt, M.D.
Director, Marshall Island Studies

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days behind schedule and our medical consultants were due to arrive on the 31st of January, the prospect of holding the consultants for a two to three week period was untenable. We were forced to devise an alternate plan. That plan included fabricating a semi-stable 8 x 8' platform to be located under the gangway and utilizing Boston Whalers to pick the patients up on shore and transfer them to the platform. U.S. Oceanography had listed two whalers as ship's equipment. Those whalers were not brought with the ship to Kwajalein. Again, a deficiency in the initial contract. They relied upon the DOE whalers that were located at Kwajalein. Those two whalers, I had been previously informed by The Global Marine Dept., were in "bad shape." One of them was declared "unsafe" because of worn steering cables. These were the whalers that they proposed using for patient transfer. I was aware that the ship had been in harbor in Honolulu for about 24 days. During this period of time, I feel an effort should have been made to make the necessary modifications to carry the barges. Instead, this time was utilized to install such "critical" items as a large automatic ice machine which was not required for the medical mission at all, and a gas barbecue grill.

A second deficiency involved the rigging of protective canvas for the medical staff and the patients. In San Diego, during our preliminary talks, we agreed that a canvas cover should be rigged from just forward of the wheel house to the forward part of the well deck to provide shade and rain shelter for both the patients and the medical teams working in exposed areas. No provision had been made for such protection and during the entire survey bits and pieces of canvas and plywood were used in a haphazard manner to attempt to give cover. On all occasions the cover leaked, providing a number of problems for laboratory personnel and to the staff in the open areas. The medical party's dining area was on the 01 level aft. A canvas fly had been

rigged over this area but it was open on all sides. Since we were operating with constant trade winds varying from 10 to 30 knots, any rain was driven horizontally across this deck rendering the area virtually unusable during the frequent showers we encountered.

During our initial discussions in San Diego, I emphasized the fact that on large medical surveys there was the distinct possibility that we would have at least 18 scientific personnel aboard and would, in addition, probably pick up one or two medical evacuations at a minimum, for a total of 20 required berthing areas. Somehow during the contract negotiations, this figure was reduced to twelve and I was never notified of this change. During the initial discussions plans for a waiting bench to be installed in the forecabin were included for the use of patients waiting to be x-rayed. This bench was never installed. My original plans for the berthing area included provisions for showering and shaving for the medical party apart from the patient examination area. These plans again were altered (please see ship plans) and the final arrangement was for our entire medical party of 14 to use one head, one shower and one shaving mirror. This presented serious problems when everyone arose at the same time and attempted to get ready for the days examinations. The ship's brochure (enclosure 1) stated a two ton freezer capacity. Apparently this capacity was sacrificed in the conversion of holds 1 and 2, leaving us with inadequate cold storage space and much of the fresh fruit that we were carrying to the outer islands as gifts for the study group rotted in transit.

2. Maritime Problems/ Ships Safety: Throughout the entire cruise, no organized safety drill or instructions were given by the ship to the medical party. We were not informed as to where the life vests were stored nor how to use the life rafts (many of the medical team were weak- or non-swimmers).

There were no fire extinguishers in the medical berthing area. Egress

from the berthing area (hold #2) was through one heavy water-tight hatch leading forward through a high hazard area, i.e., x-ray and laboratory areas (containing flammable chemicals and high voltage), then up a ladder and aft onto the well deck. A second hatch leading aft went through a cluttered machine shop, into a battery room with no egress. There was no outside ventilation into the berthing area that I could find. The water-tight hatch controlling access to the medical berthing area had no latch. When trying to pass through the hatch in high seas, the heavy hatch would swing violently. A piece of cord was finally tied to the hatch to keep it open. The outboard passageways, both port and starboard on the main deck level required climbing over a totally exposed fore and aft ladder with no safety lines. Since our passage was in heavy weather with severe rolling and pitching, we could easily have lost one of our party over the side and never have missed him (see pictures). From the health standpoint, the berthing area was inadequate. One bunk was under an airconditioning unit and throughout the first night at sea that bunk was drenched about every 30 minutes by 2-4 ounces of ice cold water. In addition, Dr. Nicoloff complained repeatedly about the "stagnant air in the berthing compartment." The large air conditioning unit which was integral and recirculating for the compartment rendered the area either too hot or too cold.

In our preliminary correspondence and in phone conversations with Mr. Brown in Honolulu I stressed the importance of having an outer island pilot for the survey and recommended Mr. Paul LaPoint who has had extensive experience with previous medical surveys. While in Honolulu, I was informed that a Mr. deBrum was to serve as outer island pilot. While we were in Kwajalein we were informed that Mr. deBrum would not be available and Mr. Brown attempted to obtain the services of Mr. LaPoint, unsuccessfully. Therefore, the ship sailed for the outer islands without an outer islands pilot. The

Marshallese members of the medical team were asked to serve unofficially as guides when entering the pass at Rongelap and Utirik. I was unaware of this request. This is not their function and they were placed in a difficult position because of this request. The pass at Utirik is difficult for an experienced Marshallese navigator. We approached that pass in the early afternoon with good visibility, about a 2' sea, and just before high tide. As the ship approached the reef we noted a red fiberglass boat which I recognized as belonging to the island of Utirik approaching across the atoll. The boat was also spotted by Mr. Otterman who was conning the ship and by the navigator who was on the roof of the pilot house. The small Marshallese boat could have closed with the ship within 20 to 30 minutes if we had held our position outside the atoll. However, the decision was made to proceed without adequate pilotage. The ship missed the Utirik pass, passing over the reef approximately 200 yards south. Mr. Otterman claims that the ship went through the pass. I can provide at least five affidavits from people who have been in and out of that pass repeatedly that we were well south of the pass and passed over the reef. Luckily, the ship draws only about 8' of water and with an exceptionally high tide we were able to get over the reef without encountering any obstructions. This set of circumstances is fortuitous and, in light of the ready availability of a knowledgeable Utirik pilot, showed very poor maritime judgment. After we crossed the reef, the ship dropped anchor and the Marshallese boat tied up astern. Five Marshallese were in the boat. They were not invited aboard - a common courtesy on any ship. Finally, one man was asked aboard to serve as pilot across the atoll. I later found out that the man at the tiller of the Marshallese boat was the new magistrate of the island. I found this a breach of common courtesy and very embarrassing to the medical survey.

3. DOE/PASO Liaison/Administration: The initial breakdown in the PASO/BNL liaison occurred during my visit in Honolulu on January 11th. I think that a number of these problems might have been clarified at that time if they had been mentioned. When confronted with a "go - no go" situation in Kwajalein with our volunteer physicians on the way from the United States, I was locked into a very undesirable course of action from the BNL standpoint. During the two day loading period before we sailed, it quickly became apparent that Mr. Otterman, who was functioning as the Captain of the ship (although he was not the registered master of the ship) was extremely upset about the volume of supplies that were being loaded by the medical team. I assumed at this time that Mr. Otterman was unaware of the logistic letter that I had sent to the PASO office in November, 1978, listing exactly what supplies were to be carried. Mr. Brown tells me that he passed this letter on to Mr. Otterman. Mr. Otterman seemed quite surprised at the volume of material that was presented for storage. Because of inadequate storage space aboard the ship he insisted that the food gifts, many of which were perishable, be placed in the medical party's berthing area, leaving no storage space for personal gear. They suggested that we store anything we wanted to take along for the two week survey in laundry bags.

The housekeeping logistics for the survey have always been the ship's responsibility, including all linens. After we'd sailed, we found that no towels had been provided for the medical party and we had to break open our medical supply chest and use medical towels for our personal use, and we were still short.

On the return trip to Kwajalein from Utirik we were carrying a pre-eclamptic lady as a medical evacuation and at about 2230 in the evening she delivered her child at sea, under adverse conditions. The patient's mother was accompanying

her. After the child was delivered, the grandmother took charge of the baby until she became seasick. Both of the physicians who delivered the baby had previously become seasick and at this point in time, I suggested to Mr. Brown that the ship alter course since we were running downwind in a quartering sea, to head for Roi Namur. This course change would have put us on a course almost dead ahead of the wind and given both the patients and the medical team a much smoother ride. Mr. Brown apparently considered the idea but no change in course was ordered. I don't know if any recommendation was passed to the ship's crew. Thereafter, the ship followed the longest approach route to Kwajalein, estimated to be 4 hours longer than entry through Bigej channel pass.

One of the most distressing problems concerning the administrative/public relations aspect of this survey occurred during our stay at Rongelap. For some unexplained reason, the ship carried a cannon; a close replica of the old boarding cannons used on sailing ships to protect the gangway. The cannon was mounted just forward of the gangway on the starboard side. On February 6th, 1979, sometime after 2100, the cannon was fired twice (I understand with a half pound of black powder). The cannon, I was informed, was loaded with "toilet paper and tin foil" and was fired aft. Since the starboard side of the ship was parallel with the shore, the flash must have been directed towards some part of the island. I was asleep in hold #2 at the time and didn't perceive the noise as a cannon shot. On February 7th, 1979, the cannon was fired once, again after 2100, with the same load. However, on this occasion, immediately after the boom, a seven year old child on Rongelap cried out and stated that he was struck by a projectile from the cannon. (Please see enclosure 2.) I understand that he continued to cry for some time. Again, I was below deck and asleep and was unaware of what was going on. The boy's father was very upset that the Department of Energy's ship would injure his son. When I was informed of this

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episode the following morning, I asked for a conference with Mr. Brown and Mr. Otterman and asked for some explanation. Mr. Brown stated that "the boy was lying" and appeared upset because I was questioning him about this matter. He stated that he had checked with the magistrate and that "there was no problem." I then checked with the magistrate and he said "to forget it, no harm was done." I asked to see the boy and his father to apologize but the magistrate indicated that this wasn't necessary - that the boy was his nephew, and that he had taken care of the problem.

Another serious problem involving administration/public relations that developed on Rongelap involved the distribution of candy ashore by Mr. Otterman. Three of the most serious conditions encountered in the Marshallese are maturity onset diabetes, severe dental caries and exogenous obesity. The medical group had discussed these problems at some length and in our preplanning had decided that we would restrict, as far as possible, the delivery of free sugars in the form of candy to the people. This decision was the foundation of our initial nutritional educational program and was an integral part of the medical care of this survey. I think it was on the second day of our visit to Rongelap that I noticed Mr. Otterman standing on the beach surrounded by children passing out something from a bag. I left the screening process aboard ship and went ashore and found that Mr. Otterman was passing out candy and chewing gum to the children. I asked him if he would discontinue the gifts until Mr. Brown and I had a chance to discuss the matter. Shortly thereafter, I located Mr. Brown ashore and informed him of the problem. At this point he became visibly agitated and he requested that I put my request "in writing." I returned to the ship and did so. Shortly thereafter, Mr. Otterman, Mr. Brown and I had a discussion involving the type of foodstuffs that were to be presented as gifts to the islanders.

It would appear, superficially, that this is an insignificant problem,

however it represents the lack of communication that existed between the medical survey group, DOE liaison and the ship's company. The simple act of passing out candy compromised the beginning of a highly important nutritional educational program. Since there had been insufficient time to begin the comprehensive educational program that was necessary to explain the reasons for withholding "candy" from the group (the Marshallese did not understand why the medical group was depriving them of their "sweets"). I was informed by our Marshallese nurse that the people of the island were perplexed by the apparent lack of communication and different philosophies exhibited by the medical survey party and the ship's company. They perceived these differences most directly by the cannon incident and by the dispute over the distribution of candy as gifts. This obvious division in goals and methods, I think, was detrimental to the credibility of both the medical survey team and the Department of Energy in general. I had previously pointed out to the members of the medical team that our mission had two major goals. The first was obviously the medical survey goals that we were attempting to achieve, but equally important was our public relations stature. I think a review of past performance of this program has revealed that the medical care has been excellent but there have been major problems that have arisen in the public relations area. I consider this a very important aspect of the Marshall Islands medical survey. During this survey that public relations effort was compromised.

4. Medical Team Problems: Both Mr. Brown and Mr. Otterman were aware of my problems with the Resident Physician and my attempts to solve those problems. On the last day at Utirik, I went ashore and spent 4 hours at sick call assisted by Dr. John Iaman. We delivered a large amount of drugs and medical equipment and supplies to the Health Aide. When I left at noon, at least 20 patients were still waiting. I seriously regretted leaving them but I had been informed

by Mr. Otterman on the prior day that a large storm was moving toward Utirik and he advised leaving a day ahead of our scheduled departure. I agreed to this for two reasons. First, we had discovered a pre-eclamptic lady who needed to be evacuated to Kwajalein as soon as possible - with the least amount of trauma, and second, because we were aware that a tropical storm had developed south of Kwajalein and the deteriorating weather, in Mr. Otterman's judgment, might hit Utirik and present some problems for the ship. An additional problem that developed because of our hasty departure involved a "going away party" scheduled to be given for the medical team by the people of Utirik. We attempted to have a combined BNL/island party the evening before departure but the magistrate had not understood that we were leaving early, the resulting confusion again compromised the credibility of the medical group.

SUMMARY OF SHIPS LOGISTIC REPORT

It's obvious from the length and detail of this report that I consider the ship logistic support for the January-February medical survey to be inadequate. I have presented all of the foregoing observations and opinions in writing, in a rough draft, to Mr. Stanley, Mr. Brown and Mr. Ray. I did this specifically to alert them to the problems, as I saw them, prior to the Users Conference that was scheduled for February 28th, in Livermore, California. I anticipated that a very delicate administrative problem would develop during the Users Conference since Mr. Otterman had been invited to that conference. I requested that the concerned DOE representatives have a preliminary meeting at Livermore, prior to the conference, to attempt to resolve these problems and not to use the conference itself as a forum for the discussion of the details of the survey. Unfortunately, we were unable to accomplish this. I can expand on why this was not accomplished if necessary. During the Users

Conference, I was asked if I felt that the ship was adequate for future medical surveys and I indicated that, based on past experiences and performance, I did not feel that it would be suitable. The Users Conference was therefore adjourned and Mr. Ray, Mr. Stanley, Dr. Brown, and I had lunch together. During this period of time, it was apparent that there was a strong desire by the DOE group to renew the U.S. Oceanography contract. I understood their problem from a procurement and fiscal standpoint, but the problems that developed involved both significant material changes aboard the ship and some obvious behavior changes by the personnel of U.S. Oceanography. I doubt very seriously if this can be accomplished under the present administrative organization. I requested a copy of the contract before we left Reykjavik. I finally was allowed to take a copy in Honolulu on the way back from the survey. A careful review of the contract reveals that the anniversary date is September 16, 1979, and it specifically stipulates that notification of termination of the contract must be given 90 days prior to that date. This would mean that the Department of Energy would need to give written notification on or before June 16th, 1979. The co-users of the ship pointed out to me the obvious problems that this termination would pose for their programs. I understand the funding for this charter has come primarily from the Medical Division of DOE and it is my firm opinion that this ship will be unsuitable for any extended use by the medical program. I have agreed to an interim schedule for the medical survey scheduled for May 26 - June 13th. This survey will be entirely different than the January-February Survey in that almost the entire program will be shore based, rather than ship based, and will be devoted primarily to pediatric consultation and sick call. In addition, the medical party will be considerably smaller than the previous survey.

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SUMMARY OF MEDICAL SURVEY

From a medical standpoint, the January-February survey was a very productive one. We saw a total of 500 patients. From this group we identified eleven new patients with thyroid nodules. Most of these patients will be scheduled to return to the United States for evaluation and probable surgery. In addition, we found a significant number of ancillary primary care problems that were treated to the best of our ability, and those cases that needed further treatment were referred to the TR health care delivery system. I want to express my sincere thanks to the members of the unit for their services under some very trying conditions. I would particularly like to thank Mr. William Stanley for his attempts to mediate in the severe logistic problems that we encountered in dealing with U.S. Oceanography.

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TRIP REPORT

Brookhaven National Laboratory - Marshall Islands Survey

May - June 1979

The second Brookhaven National Laboratory survey of the Marshall Islands in calendar 1979 covered the period from early May through mid-June. (Please see Enclosure I for itinerary of participants).

This survey was unique in that we had ~~been asked to include physical~~ *without authorization or funding* examinations for the people of Bikini - living on Majuro - in addition to the regular study group. The addition of the group greatly expanded the logistic requirements of the survey. We had originally planned for a pediatric survey, sick call and selected thyroid re-examinations of the exposed and the comparison populations. The Bikini group received the complete workup designed for the study group. This workup required the assistance of two additional physicians, two technicians, and one administrative assistant.

A new precedent had been established by the whole-body counting group shortly before this survey of granting reimbursement to the Bikinians coming from Edjit Island for the studies. Each of these patients was to receive \$10 for transportation and meals, however, apparently people other than Edjit people received compensation and it finally became a standard procedure to pay all patients \$10 going through the whole-body counter.

An attempt was made to integrate the whole-body counting visit with the medical examinations but severe scheduling problems arose, requiring several visits, and payments to many Bikinians. A total of 102 Bikinians were seen by the medical examination team. Some of these patients required several re-appointments to complete their examinations. The mechanisms and guidelines for the reimbursement of this group needs a careful reevaluation and a formal statement of limitations as soon as possible. - *never done*

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The medical survey group spent one week in Majuro and then moved on to Ebeye for 3½ days. Dr. Don Paglia unfortunately fractured his foot on the last day in Majuro and returned to the United States on May 25th. Dr. Pratt and Dr. John Iaman (Marshallese Medical Officer) performed a sick call while Dr. Conard screened thyroids and Dr. Patricia Sullivan cared for the pediatric patients. On May 25th Dr. Jacob Robbins arrived to join the party for the outer-island survey. (Please see Enclosure II for a tabulation of patients seen for thyroid screening). Dr. Conard and Dr. Robbins confined their examinations to the thyroid. Drs. Pratt and Iaman saw all other medical problems including full examinations of those patients found to have thyroid nodules that might require surgery.

Dr. Sullivan continued to see between 25-40 patients per day in the pediatric age group. Unfortunately, due to the large number of children, complete pediatric coverage was impossible. We have assured the study group that a pediatrician will be recruited to complete the examination in the September-October Survey (Please see Enclosure III for a tabulation of the pediatric examinations). On May 25th Mr. Wayne Munk (Holmes & Narver) arrived to accompany the outer-islands survey. The ship sailed the following day for Rongelap.

The support given to the Brookhaven National Laboratory medical team by the crew of the Litkanur II and Mr. Munk was outstanding. The multiple discrepancies noted in my previous trip report had either been fixed or some corrective action had been taken (in most cases). Throughout the ship-based portion of the survey, the ship's crew and the medical party functioned as a unit. The Captain (Keith Coberly, Master) of the ship possessed the required certification as a Master (per Brookhaven National Laboratory's Occupational Health and Safety Guide, dated Feb. 8, 1979,

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entitled "Marine Safety", please see Enclosure IV) and his pleasant personality and able seamanship greatly assisted the BNL team. Mr. Munk was of great assistance in the survey as liaison between BNL and U.S. Oceanography. Because of the unique logistic requirements of this survey, e.g., we needed to pick up, at each island, all patients who might require surgery, the ship on the final leg from Utiirik to Wotje and finally to Kwajalein was overloaded. (It had been my opinion since the original contract negotiation that this ship was marginal for support of the medical program.) Even with the partial correction of the prior deficiencies, the habitability of the spaces assigned to the medical survey party was unsatisfactory. We had a number of small epidemics of upper respiratory infections and viral gastrointestinal illnesses during the trip due primarily to crowding in the berthing areas (please see Enclosure V). With the inevitable expansion of each succeeding medical survey this problem will quickly become the limiting factor.

NOTE

I agreed to an interim renewal of the ship's contract for this year while some more suitable means of support was obtained with the understanding that the present ship will compromise the medical mission during the remainder of calendar 1979 and early 1980. The reasons for, and characteristics of, the replacement support system should be discussed at the Department of Energy as soon as possible.

Upon returning to Kwajalein we were met by Dr. Brown Dobyns, Professor of Surgery, Case Western Reserve University who is one of the nation's leading thyroid surgeons to review all of the possible surgical cases along with Drs. Conard and Robbins. Fourteen patients were selected to return to the United States for workup at Brookhaven National Laboratory and thyroid surgery at Cleveland during June and July of 1979. In addition to the

thyroid patients, four emergency medical evacuations were brought in from the outer islands. The addition of 18 Marshallese patients presented serious problems to the ship in regards to sleeping areas and food. I was informed by Mr. Munk that the ship was "almost out of food" when we returned to Kwajalein.

A few minor problems in ship support developed during the voyage. They were: 1) The cook was very susceptible to seasickness and very little food was provided while the ship was underway. His cooking at anchor or at dockside was superb. 2) The main hatch dog for the watertight hatch between the medical berthing area and the head was fabricated from light strap aluminum. It bent as soon as the ship began to roll heavily and the weight of the door, smashing against the insulated bulkhead dented it. Again, the hatch presented a hazard to the medical party in the berthing area. 3) A second watertight hatch leading from the forecabin to the well deck was also secured inadequately with a light hook. This heavy hatch again broke loose during heavy rolling and was finally secured by a line (Please see Enclosure V, photographs of latches and bulkheads). 4) The cargo containers (vans), that had been converted into the medical examination rooms developed a number of severe leaks during the heavy rains. This restricted our operations on several occasions. In addition, the canvas cover between the vans also leaked during heavy rains. A rerigging of the canvas and repairs of the leaking roof will be necessary before the next medical survey.

Summary: In summary, the addition of the Bikinians at the last moment necessitated the rapid modification of the staffing and logistic plans. These plans need to be fixed 8-12 weeks before the survey to allow for professional staff planning, i.e. the guest consultants teaching schedules and professional schedule as well as material lead time. We did the best we could with the

time allotted. However, two important commitments were not completed or were completely cancelled. The included: A) adequate (in numbers) pediatric coverage. Dr. Sullivan did a superb job on the patients that she was able to see but many children, especially in the study group at Majuro, were not seen. I have promised the people that we would include a "baby doctor" in our September-October survey. These were not in the original plans for that period. B) The Health Education Program which was an important and integral part of our public relations program could not be started during this survey due to insufficient time and staff. Both of these problems need to be addressed indepth during the next survey. Additional areas of interest include:

- 1) the reimbursement "policy" for the Bikinians, needs immediate written Department of Energy clarification.
- 2) Since the medical berthing spaces for staff and patients are inadequate we will need to restrict the scope of the medical examinations and the number of patients to be seen in future surveys. I would recommend that no more than 8 staff be housed in hold #2.
- 3) The crew of the Liktanur U as presently constituted, with a licensed Master, did a fine job. I would strongly recommend that this same team continue to support the medical surveys for the remainder of the contract.

Enclosure I

MAY - JUNE 1979 MARSHALL ISLANDS SURVEY PARTICIPANTS

<u>Name</u>	<u>Date Left Home</u>	<u>Date Returned</u>
Dr. H. Pratt	May 9, 1979	June 14, 1979
S. Wynn	May 9, 1979	June 14, 1979
Dr. R. Conard	May 12, 1979	June 13, 1979
Dr. P. Sullivan	May 11, 1979	June 18, 1979
Dr. D. Paglia	May 11, 1979	May 25, 1979
Dr. J. Robbins	May 24, 1979	June 13, 1979
W. Scott	May 7, 1979	May 24, 1979
Dr. B. Dobyns	June 7, 1979	June 13, 1979
P. Heotis *	May 9, 1979	June 8, 1979
J. Kabua *	May 11, 1979	June 8, 1979
Dr. J. Iamau **	May 21, 1979	June 11, 1979
S. Shoniber **	May 21, 1979	June 11, 1979
N. Zetkeia **	May 21, 1979	June 11, 1979
K. Gideon **	May 21, 1979	June 11, 1979
H. Einos ***	May 21, 1979	June 8, 1979

* Stationed at Kwajalein

** Trust Territory Personnel Stationed at Majuro

*** Trust Territory Personnel Stationed at Ebeye

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Enclosure II

THYROID CASES EXAMINED

			Total
		12	12
Majuro	Rongelap group	16	16
	Utirik group	48	48
Ebeye	Rongelap group	8	8
	Utirik group	25	25
Rongelap		61	61
Utirik		61	61
Wotje			<u>61</u>
			231

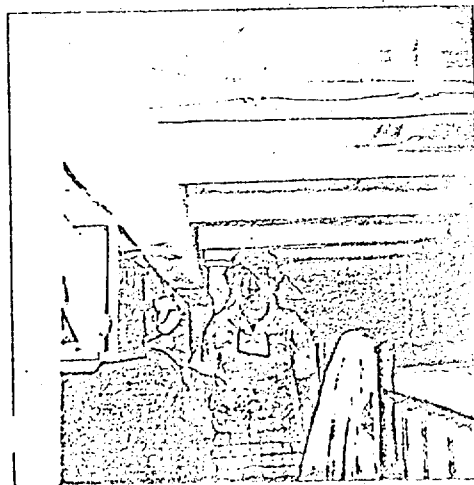
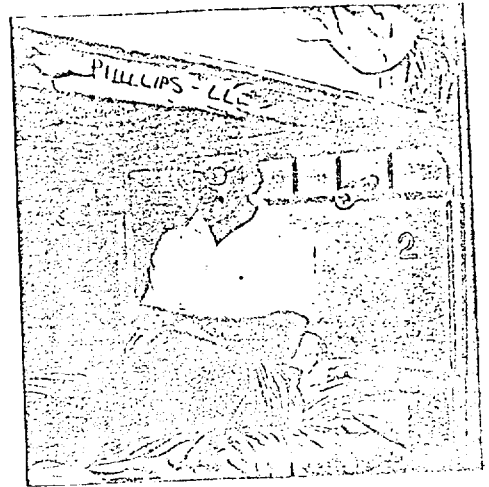
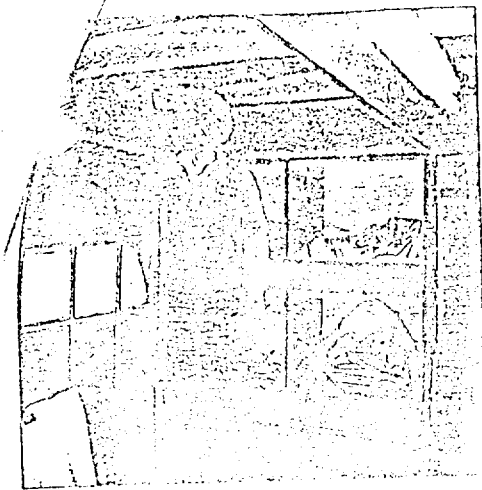
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Enclosure 111.

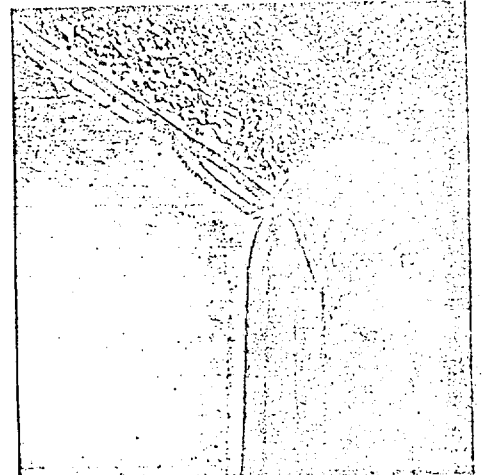
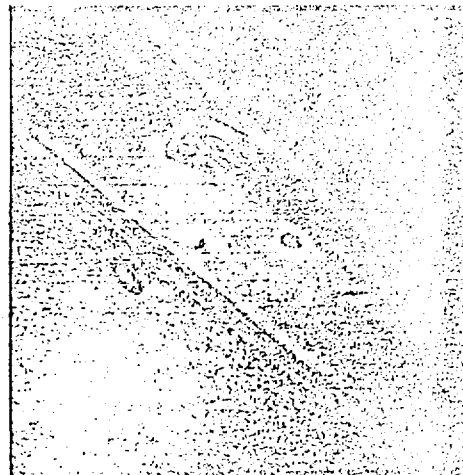
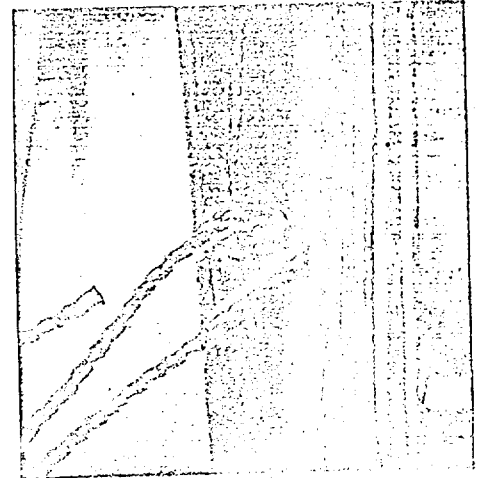
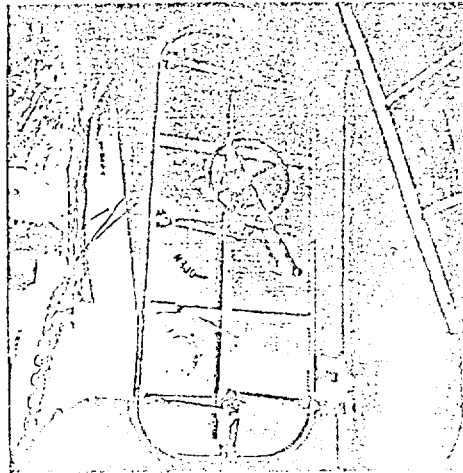
PEDIATRIC EXAMINATION

Majuro - Bikinians	54
Study group	15
Ebeye (with J. Iamen assisting)	136
Rongelap	126
Utirik	<u>97</u>
Total	428

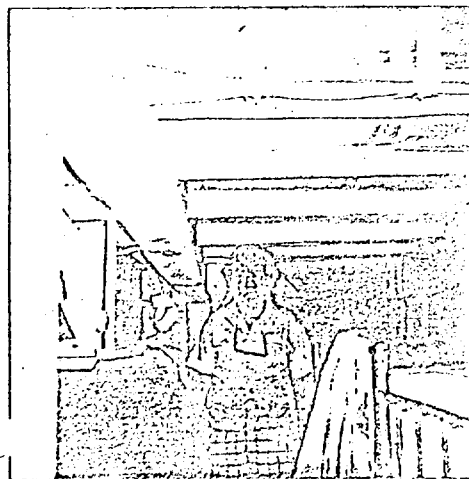
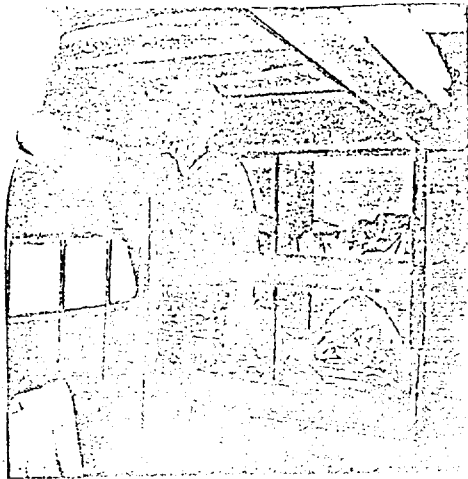
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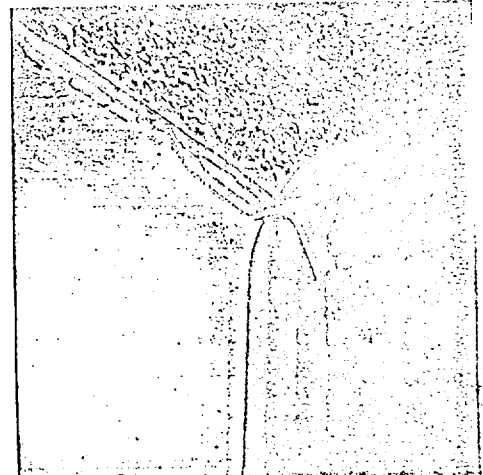
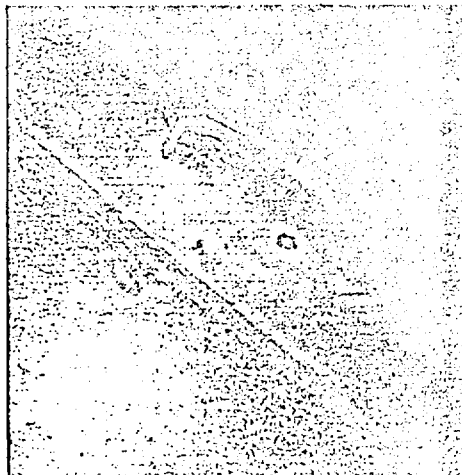
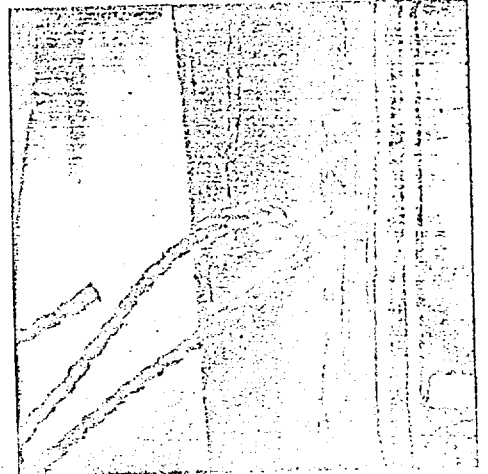
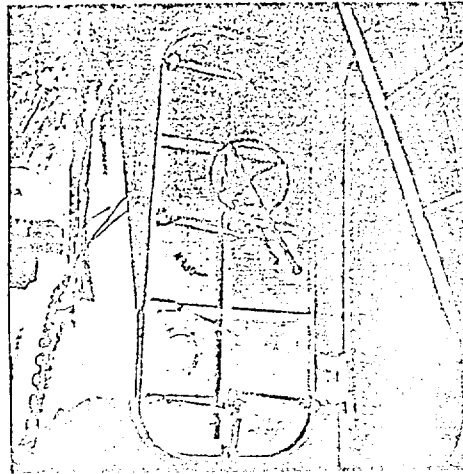
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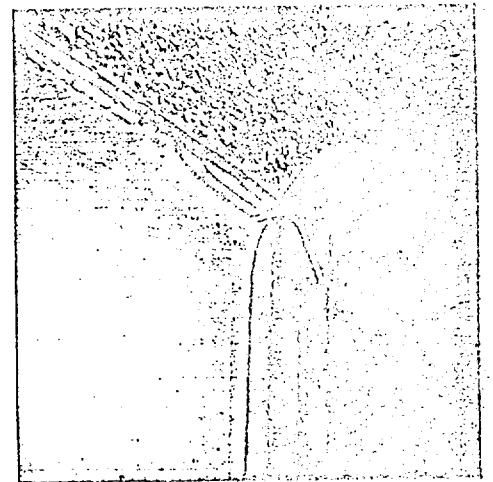
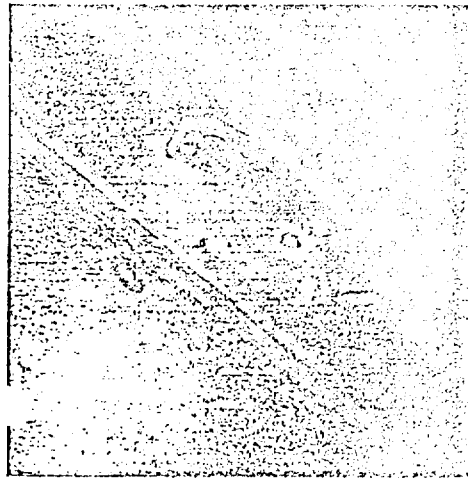
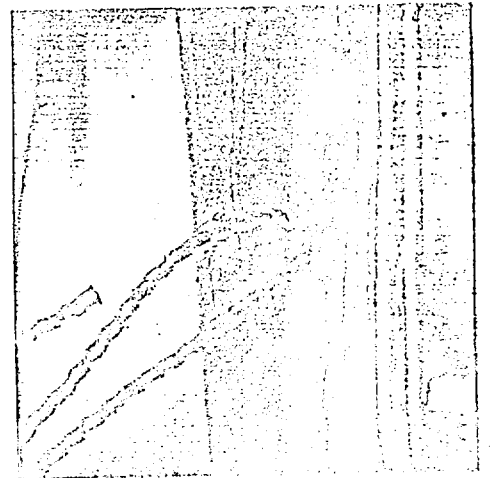
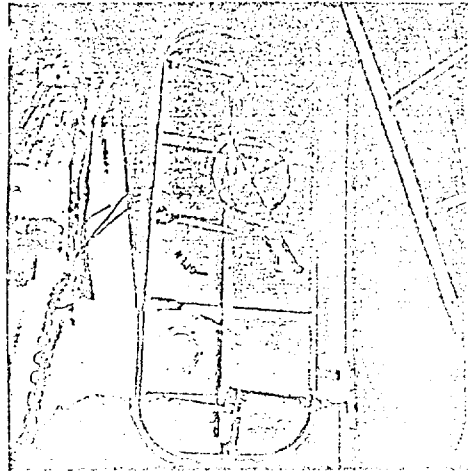
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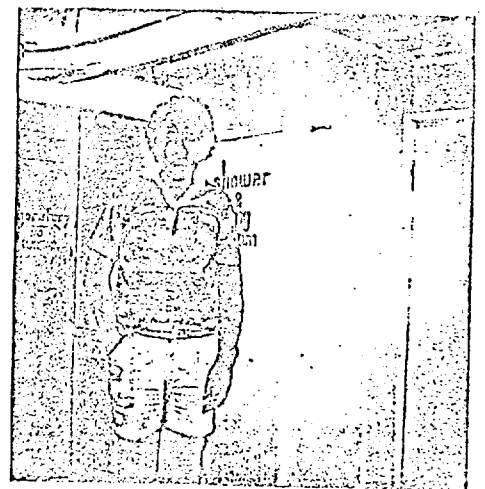
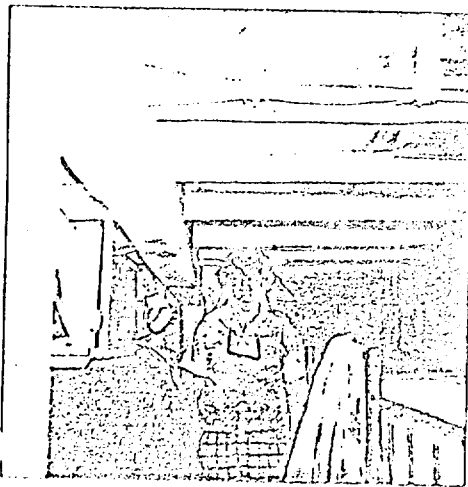
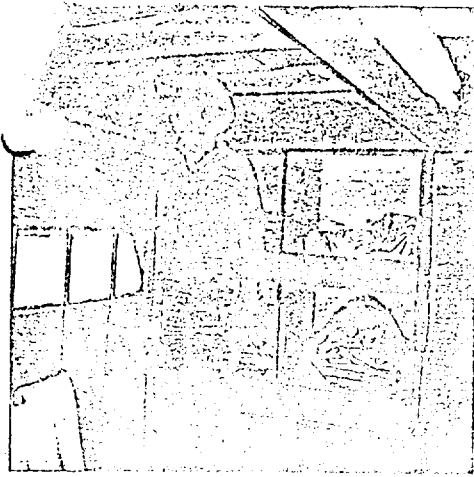
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Brookhaven National Laboratory Marshall Islands Survey

September-October 1979

The third BNL survey of the Marshall Islands in calendar 1979 covered the period from early September through mid October (please see enclosure 1 for itinerary of the participants).

The goals of this survey were as follows:

1. To complete the pediatric examinations which had been missed in the May and June survey.
2. To examine any available study members who had been missed in the two previous calendar '79 visits.
3. To followup on the 11 patients who had undergone thyroid surgery in July in Cleveland.
4. To reexamine the remaining group of patients who had previously been noted to have thyroid nodules and to make arrangements for their transfer to BNL and to Cleveland for surgery in October.
5. To provide dental extractions for patients in the outer islands (a precedent had previously been established for this type of care by the resident physician, Dr. Knud Knudsen several years ago).
6. To provide "reading glasses" for presbyopic patients (a precedent had been established for this action over a period of many years by the ophthalmologist who had accompanied the major surveys.
7. To begin the health education programs on the outer islands as requested by the people of those islands.

Table 1 details the number of patients seen on each of the islands and the type of services rendered.

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TABLE I

SEPTEMBER - OCTOBER, 1979 - MARSHALL ISLANDS EXAMS

	<u>M</u>	<u>E</u>	<u>R</u>	<u>U</u>	<u>Total</u>
PEDIATRIC EXAMS	53	49	7	45	154
PEDIATRIC SICK CALL	-	1	25	17	43
ADULT EXAMS	34	18	-	1	53
ADULT SICK CALL	9	5	11	43	68
DIABETIC SAMPLING	13	16	-	4	33
THYROID, LAB, X-RAY	9	3	3	4	19
DENTAL	-	19	27	66	112 patients (190 extractions)
TOTAL	118	111	73	180	482

The medical aspects of the survey went smoothly. However, a number of serious administrative problems arose during the course of the survey. I will discuss in detail the administrative problems and then conclude the report with a summary of the medical findings and conclusions and recommendations for future studies.

On our way to Majuro I spent a number of hours in the P.A.S.O. office talking to Mr. Harry Brown and Mr. Bill Stanley. Harry indicated that the ENL wholebody counting trip had been an unqualified success and provided me with copies of his cassette recordings of each of the meetings that had been held on the outer islands. We discussed the existing political situation in Majuro and throughout the Trust Territories and Harry gave me his impressions of what we should expect in Majuro and Ebeye.

On September 8, the medical staff flew to Majuro. We were met at the airport by Bill Scott, the BNL field director, who informed me that there was a serious problem developing concerning the payment of per diem to patients on the study list. At that time he provided me with a verbatim copy of a radio announcement that had been transcribed by Harry Brown and broadcast about three weeks previously over the Marshall Islands radio network (please see enclosure 2). In this radio message Mr. Brown invited all members of the BNL study group who were living on other islands to travel to either Majuro or Ebeye for examinations by the BNL team. It also stated that subsistence per diem and travel expenses would be provided. I found this information quite disturbing because on the previous day I had had a long discussion with Harry and he failed to mention this very important statement of policy. I should emphasize that over the last year one of the primary administrative goals that I had set for the program included clear definition of the responsibilities for the administration and payment of per diem claims by DOE/TT personnel--not by BNL. This policy had been accepted by the office as well as the DOE central office and BNL. We had all agreed that administrative matters of this type would be handled by PASO and that the BNL medical team would take care of the medical aspects of these surveys.

Upon arriving in Majuro and checking in the hotel the manager of the hotel immediately asked me for over \$200 to settle the hotel bill of a family that had been waiting in his hotel for the BNL medical team. He stated that unless he was reimbursed he would evict the family. I explained to him the situation and he was kind enough to extend their stay until the problem could be resolved with my guarantee that he would receive payment. On the following morning I attempted to contact the DOE/DNA representative on Kwajalein, Jim Watt, since there is no

direct communication between Majuro and Honolulu. Our radio communication was exceedingly poor--I could understand approximately one out of ten words due to severe static. However, I repeatedly stated to Jim that I needed \$1,000.00 immediately wired to the Bank of America in Majuro. In addition, I asked him for immediate guidance from PASO as to per diem rates and forms and asked who was to take care of the administrative end of this per diem problem. During the remaining period in Majuro I spent approximately 80-90% of my time attempting to clarify this problem and dealing with the claimants. I was unable to reestablish communication with Kwajalein due to a radio blackout imposed by the Missile Range. I contacted the manager of the Bank of America in Majuro and was informed that any "cabled authorization of funds" would be sent to the Bank of America in Guam and then forwarded by regular mail to the bank in Majuro. He estimated that it would be from 4-5 days in transit. This far exceeded our stay in Majuro. On Wednesday afternoon, during the middle of our stay at Majuro while talking with Judy Kuapp of Micronesian Legal Services, she informed me that on the preceding day, while in the communications office, she had obtained a glimpse of a message directed to Oscar de Brum, the Chief Secretary of the Marshall Islands, and in the text of that message she said she saw my name mentioned. She was unaware of the rest of the content of the message. Therefore I went to Mr. de Brum's office and discovered that he, along with most of the members of the cabinet had left for Eniwetok Atoll (the PASO office was fully aware that Oscar was on his way to Eniwetok at this time) for the mid September conference. There was no one in authority left in the main administration building. However, I was able to find a secretary in another area who finally agreed to go through Mr. de Brum's message file and after an hour she discovered a message from our DOE/PASO office addressed only to Oscar de Brum asking him to pass the message on to me. That message is enclosed as

(Enclosure 3). You will note that \$2,000, rather than \$1,000 had been forwarded and that a per diem rate of \$27.00/day was arbitrarily set as an unique exemption for this group of examinees. I asked the secretary for a copy of the message. She explained to me that the Xerox machines throughout the area were broken and therefore she made a handwritten copy of the message, gave me the original copy and put the handwritten copy in Oscar de Brum's personal file.

With this assurance that \$2,000.00 was on its way via the complex Bank of America route, I went to the manager of the bank and asked what procedure should be instituted to pick up those funds and make them available for the claimants. He explained that the check would be addressed to me personally and that he would require a letter of assignment from me to the government of the Marshall Islands. I therefore requested an interview with the Minister of Finance and discovered that he had resigned a few days prior (Enclosure 4). A new Minister of Finance had been appointed and I was able to contact him and his assistant, Grant Labaum, on the following day. After lengthy discussions and negotiations it was decided that I should complete a letter of assignment (Enc. 4A) assigning the check to the Nitijela general fund and that all per diem claimants would be processed through the Trust Territory Finance Office. I suggested that since this was a "special case" with a finite amount of money specifically for per diem, that a separate account should be established. The Finance Office stated that this would be impossible. Therefore it went into the General Fund.

When our party finally departed on Friday, the check had still not arrived and I was unaware of the total payment of claimants who would be handled under this special announcement.

Shortly after we arrived at Ebeye, I was approached by Mr. Joe Saul, a member of our study group who was a Health Aide at Eniwetok Atoll. He had traveled to Kwajalein and to Ebeye in response to Harry Brown's message and was again asking for reimbursement for per diem subsistence and transportation. However, he was carrying a different message with an entirely different per diem rate of \$10.00/day (Enclosure 5). He showed me this message and inquired why his rates were different from the rate paid to the people from Majuro. I told him that I could not understand the rationale, but within 3 days a representative from the Department of Energy would arrive in Kwajalein with funds to pay the per diem claims and that he should take the matter up with the representative at that time.

At this point I would like to emphasize the fact that in my preplanning letter (Enclosure 6) for this survey, I had strongly urged the PASO office to provide a DOE representative for the entire trip. While in Honolulu I discussed this matter with the PASO staff and after a discussion with Bruce Bachholz and Bill Stanley, Bill agreed to accompany the survey. However, when I arrived at Kwajalein I received a message (Enclosure 7) that Bill Stanley would be unable to make it and that Ted Murawski, a Holmes and Narver employee, who had worked as the DOE/DNA coordinator on Kwajalein, would be the substitute. Again, during the examination of patients on Ebeye, a large percentage of my time was spent in explaining to people why they had not received their per diem money and attempting to take care of their housing and financial needs.

On Thursday, Mr. Murawski arrived with no funds and a family from one of the outlying islands was forced to ask for food and shelter from one of their friends until the PASO representative could provide them with sufficient money. Mr. Murawski called Honolulu and had funds authorized and on the following day began

to pay the claims on Ebeye. Thereafter things progressed relatively smoothly.

To complete the critique of the administrative problems, Mr. Murawski accompanied us to the outer islands portion of Rongelap and Utirik and although he is a very capable employee of Holmes and Narver, he is not current on the problems of compensation, per diem, and the details of the new PL 116. These questions, along with questions as to land custody were raised on both Rongelap and Utirik and Mr. Murawski did the best he could under difficult circumstances, but unfortunately, in many cases had to state that he did not have the answer to the question but would forward the question to DOE in Honolulu. I feel he was placed in an untenable position by being asked to give definitive answers to problems for which he was not prepared.

- II. Political and Public Relations Aspects -

It has been a long-established principle of these surveys for the leader of the Brookhaven medical team to pay a courtesy call on the members of the Marshall Islands government. During this visit I met with and had long discussions with Oscar de Brum, the Chief Secretary of the Marshall Islands government. During these discussions he specifically asked me what actions were being contemplated in Washington regarding the information that Tony de Brum had presented on Likiep. I informed him that I had met with the Tabershaw group and that when I left the U.S. a proposal was being developed to review the epidemiologic evidence of an increased incidence of thyroid and birth abnormalities on Likiep. The following day at noon Oscar picked me up at the hospital and drove me to the Eastern Gateway where we had lunch with Amata Kabua, the President of the Marshall Islands. Amata was particularly interested in what formal action had been taken to authorize medical care for the Bikinians and was also interested in further

details about the Tabershaw contract for the evaluation of Likiep. I explained to him the position that existed when I left the U.S., indicating that no solid commitment has been made by the Congress via legislation for funding to care for the Bikinians but that the BNL medical team would continue to take care of them on a humanitarian basis as long as we could afford it. I again repeated the information I had given Oscar de Brum on the Tabershaw proposal. Later on that same day, I met with Ezra Riklon, the Director of the Majuro Hospital. He indicated that he would loan us the Trust Territory personnel whom we had requested in our preplanning letter, with the exception of Kalman Gideon. Kalman Gideon's place would be taken by Maara Kabua, the younger brother of the President of the Marshall Islands, Awaia Kabua. He stated that there was a slight problem with Maara, i.e., "he drank too much" and that he was sorry to burden me with his problem but he recommended that I watch Maara very carefully during the survey. I assured him that any drinking that was done aboard ship would be done in confined spaces and that no Marshallese would ever be aware that any member of the scientific crew had been drinking.

Of interest, while having breakfast the first morning in Majuro, we were approached by Morley Safer and members of the 60 Minutes CBS crew (Enclosure 8). They expressed an interest in our role in Majuro. We gave them a brief survey of the 25 year history of the BNL medical surveillance program and later on in the day Mr. Safer, along with his entire crew, appeared in our decrepit examining trailer at the back of the hospital and asked to film a short interview. Since I was faced with the option of refusing the interview and having CBS stand in front of the Majuro Hospital and say that BNL had refused to allow their examination to be filmed, or of granting the interview, I chose the latter. The interview consisted of a short film strip of myself examining a patient under a rather primitive field condition. Dr. Donald Paglia was standing behind the cameraman

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during the interview and he stated that he felt the interchange of questions and answers went well and that no major controversies could result from a review of the film. The Associate Producer of the program was Mrs. Leslie Cockburn. She asked me if she could contact me again when I returned to New York, to discuss the program in more depth. She stated that she had previously had several long conversations with Dr. Conard. He had informed me of some of those meetings.

- II Ship Performance -

On September 21, the ship sailed from Kwajalein with a full complement of medical party personnel. Every berth on the ship was occupied and one Marshallese translator was sleeping on a mattress in one of the examining rooms. We left the deck at 1300 and were steaming north for Rongelap when we were ordered to reverse course and return to Meck Island and to remain there until released for further steaming. Apparently the ship at that time was in the impact zone of an incoming missile. The ship therefore steamed back to Meck Island, arriving at 2200 and held in that position until 0200 when we were cleared and resumed our trip to Rongelap. On checking with Keith Coberley, the master of the vessel, he indicated that he had very carefully checked with range control on the day of our departure and had indicated our 1909-D.R. position. He was told that this was a safe position and we could continue without difficulty. Our 1900 position on the day of departure was actually further north than we had originally predicted and we should have therefore been well clear of the danger area. Upon returning to Kwajalein, I immediately contacted range control and discovered that the mistake had been made by range control and not the ship or the captain. He was entirely correct in all of his procedures. The result, however, was that we were 12 hours late in reaching Rongelap. During this period of time the ship was in moderate seas and because of its round bottom configuration and its tendency to roll and pitch excessively, practically every member of the medical party was

5052403

seasick. When we arrived at Rongelap we were met by the new elected magistrate, Jobwe, and his predecessor, Nick. They were very cordial and urged us to set up operations in the new dispensary ashore. The ship immediately procured the oil drum raft which had been left on the island. This was placed under the gangway and ship-to-shore shuttling began. The only procedures that were required to be performed aboard ship were the dental extractions and x-ray studies. The stay on Rongelap was uneventful until the final evening when we were preparing to show a movie for the village. While the medical staff and the crew of the ship were setting up a projector, a young male living on Rongelap, who we later discovered had been drinking vodka, went berserk and attempted to run over anybody he could hit with his Toyota truck. In the process of his violent actions, he ran over the projection table and the film can; however, by the grace of God, nobody was injured and all members of the BNL medical team and ship's crew immediately returned to the ship. Thereafter the magistrate and Nick came out to the ship and requested that we notify Majuro immediately, requesting a policeman to accompany the next field trip ship to place the young man under arrest for aggravated assault. I don't believe that his actions were directed against BNL/DO or the ship directly, but were rather as a result of uncontrolled fury secondary to intoxication. The people of Rongelap apologized profusely and we indicated to them that we understood the situation and that they were not held responsible for his actions. On the following day we departed for Utirik. Again we ran into moderate to heavy swells. The ship was pitching so badly that Captain Cokerly chose to tack across the waves at 4.5 knots to prevent excessive hull strain. He had originally attempted to head directly into the seas. The ship, in pounding head on into 10' seas would slam through the seas and then develop a prolonged low-frequency oscillation that was induced by the heavy 30 ton crane amidships.

It was felt by Keith Coberly and the Chief Engineer, Monroe Wrightman, that the severe pounding and vibration that the ship was taking would be much improved by alternate tacks. This proved to be the case. However, it greatly prolonged the steaming time from Rongelap to Utirik. It appeared for a number of hours that we would be unable to reach the Utirik pass during daylight and would have to remain off Utirik during the night. However, by skillful seamanship they reached the pass while the sun was still high enough to make a safe entry. We then steamed across the lagoon and were greeted by the officials of Utirik. The ship again retrieved two oil drum rafts left there from previous visits. One was placed under the accommodation ladder, the other was secured at the waterline ashore. However, because of the gradual shelving of the beach and the height of the tide, the single raft ashore was partially effective in achieving easy access to the whaleboats by the patients going to the ship. In many cases they had to wade to the boats and climb over the gunnels. I would strongly recommend that two or three extensions to this platform be fabricated and that spuds be driven into the bottom to stabilize these floats so that we have an adequate floating dock for future operations.

The medical work at Utirik went extremely well. The people were very friendly and cooperative and we were invited to two banquets given by the people. The ship departed from Utirik on 4 October in the mid-afternoon. In the process of exiting the harbor, the ship scraped the bottom lightly but proceeded on through the pass. Immediately thereafter Monroe Wrightman and Jan Koscian put on diving gear and inspected the bottom carefully to ensure that no damage had been done. No evidence of grounding was noted and the ship continued on course, arriving in Kwajalein early in the morning of 5 October.

At this point I would like to express my profound admiration and sincere appreciation to all of the members of the crew of the Liktanur II who frequently went out of their way to make our trip more comfortable. They are fully aware of the difficulties that the medical party encounters in using this ship and attempted to do all they could to remedy its defects. Individual letters of commendation will be sent to the operators of US Oceanography.

- IV. Medical Results -

As you will note from Table I, 482 individual patient visits were performed. Of 112 dental patients presenting for extraction 190 teeth were extracted.

One additional thyroid nodule that had not been previously screened by Dr. Brown Dobyns was discovered and consequently a group of five patients was assembled at Ebeye to be accompanied to BHD and thence on to Cleveland for surgery with Jenek Kabua as attendant.

- V. Summary -

As usual, the medical aspects of this survey all ran smoothly and there were no great surprises from the standpoint of new medical findings. The most significant advance made by this survey was the establishment of the initial priorities (as perceived by the people of the islands) for the health education program beginning with a request by some of the Marshallese for a family planning program and for a weight reduction program. Both of these elements of the educational program are felt to be critical from the standpoint of a reduction in morbidity and mortality. The guest faculty were outstanding. Of particular interest, Dr. Harvey Heidinger, a pediatrician from Loma Linda University, demonstrated the fact that he is an expert in the area of developing health care systems for emerging nations. He has previously been on assignment from Loma Linda to Tanzania and is currently on assignment to Haiti. His thoughtful comments and recommendations for

5052406

realistic modifications in the Marshall Islands primary care system and our interface with that system were greatly appreciated and will be incorporated into further discussions with our program directors at DOE and with members of the Marshall Islands health care delivery system.

- Conclusions and Recommendations -

A review of my planning letter to the Pacific Area Support Office dated August 9, 1979 regarding this survey reveals the following statements of policies or requests to PASO. (Please see Enclosure 6).

"As we discussed at Livermore, I am funneling all requests for either the Department of Energy, Marshall Islands, TT, or Missile Range Support through your office". That statement was prompted by the repeated request by Mr. Harry Brown to allow him to handle all public announcements for our program "because of his proximity to, and contacts with, the new Marshall Islands government". I agreed to this course of action. The final paragraph of Enclosure 6 gives the exact details of my requested arrangements for the meeting with the people of Bikini, Rongelap, and Ueirik--both from Majuro and Ebeye.

Not only did Harry Brown fail to provide for the requested meetings, but he extended an invitation to the members of the BNL medical study group and on other islands to travel to Majuro or Ebeye stating "You will be reimbursed for the cost of your transportation, food, and expenses while on Majuro or Ebeye". (Please see Enclosures 2 and 3).

This unique, unilateral field decision of medical policy had never been discussed with me. If it had, I would have firmly vetoed it.

Table II presents a summary of the 1979 examinations, showing what we had accomplished prior to Mr. Brown's announcement and the changes as a result of his

5052407

announcement. We should keep in mind that the family from Jaluit, that I found awaiting us in Majuro, were entitled to \$54.00/day throughout their stay on the island. There was a very good possibility that at least a month or longer would pass before they could return to their home island. Their two routine physical examinations would cost the Department of Energy \$1,674--and probably much more, depending on the Trust Territory ship schedules. A review of Table 11 reveals that prior to the September-October survey we had completed 98.6% of our examination of the exposed people of Rongelap and Ailinginae; 94.6% of the examinations of the exposed people of Utrik, and 84.6% of the matching unexposed group. A quick review of any long-term prospective study will reveal that those percentages are unusually high followup figures. The addition of a few patients--at great expense to the BNL medical program--will have little or no impact on our scientific data.

In addition, at the conclusion of our stay in Majuro we were presented with a bill from Reynold DeBrum for \$2,125 (please see Enclosure 9) for transportation of the Bikinians between Ejit and Majuro. Mr. Bill Scott, the BNL field director, was amazed at this bill. He stated that on our previous trip (May-June 1979), we had assumed that the Marshall Islands government was providing the transportation. Upon questioning Mr. Brown he admitted that he had made the arrangement for the use of the boat for our survey. We were unaware of any charges until the final day. If I had known the cost of transportation I would have made other arrangements for the examination of the Bikinians. As I explained to the Bikinians, we have no funds for their medical support, will do what we can with the resources provided. Mr. Brown again had made a unique, arbitrary decision, directly affecting the medical mission, both by precept and by financial commitment.

5052-38

I totally disagree with that decision. A third example of this independent, arbitrary type of action concerns the decision by Mr. Brown to pay the people of Rjit \$10.00 per visit to the wholebody counting team for the "dislocation allowance". Tony Greenhouse, director of the BNL wholebody counting team, has just informed me that this decision was made by Mr. Brown and ~~not~~ by Mr. Greenhouse.


The preceding examples of Mr. Brown's direct, unsolicited interference with Brookhaven National Laboratory medical programs are very serious problems. When I questioned Mr. Brown in Honolulu on the return from the September-October survey about these problems, he explained, "I goofed". I fail to find that an adequate explanation.

I am therefore requesting a meeting as soon as possible between PMSO, Las Vegas, and BNL principals in Washington, D.C. in Bruce Vachholz's office to document these problems and hopefully to find some solution.

Never done!

H. S. Pratt, M.D., Principal Investigator
Marshall Islands Study, Brookhaven National
Laboratory

HSP:msh

cc: Bruce Vachholz
Henry Wolff
Victor Bond
Donald Borg
Gen. M.E. Gates 
Roger Ray
Bill Stanley
Harry Brown
N.S. Oceanography
Jan Naidu
Tony Greenhouse
Robert Conard
Charles Meinhold
Theodore Marawski

Enclosure I

10/24/79

September-October 1979 Marshall Islands Survey Schedule

Traveler	Lv. Home	Majuro	Kwaj.	Rong.	Ujae	Kwaj.	Arr. Home
Dr. H. Pratt	Sept. 5	Sept. 8-15	Sept. 15-21	Sept. 22-27	Sept. 28-Oct. 4	Oct. 5-8	
S. Wynn	Sept. 5	Sept. 8-15	Sept. 15-21	Sept. 22-27	Sept. 28-Oct. 4	Oct. 5-8	
Dr. H. Mandickem	Sept. 15	---	Sept. 17-21	Sept. 22-27	Sept. 28-Oct. 4	Oct. 5	Oct. 8
Dr. H. Stary	Sept. 5	Sept. 8-15	Sept. 15-21	---	---	---	Sept. 20
Dr. M. Territo	Sept. 5	Sept. 8-15	Sept. 15-21	---	---	---	Sept. 20
Dr. H. Heldinger	Sept. 20	---	Sept. 21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	Oct. 8
Dr. A. Krotoski	Sept. 13	---	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	Oct. 8
Dr. H. Krotoski	Sept. 13	---	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-8	Oct. 11
Dr. H. Paglia	Sept. 6	Sept. 8-15	Sept. 15-19	---	---	---	Sept. 22
Dr. Scott	Sept. 4	Sept. 6-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-8	Oct. 11
Dr. Stary	Sept. 6	Sept. 8-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-8	Oct. 11
Dr. Stary	Sept. 4	Sept. 6-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-8	Oct. 11
Dr. Stary	Sept. 15	Sept. 10-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-7	Oct. 7
Dr. Stary	Sept. 15	Sept. 10-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-7	Oct. 7
Dr. Stary	Sept. 15	---	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-7	Oct. 7

September-October 1979 Marshall Islands Survey Schedule

Traveler	Lv. Home	Majuro	Kwaj.	Rong.	Utiirik	Is. of	
Nelson	Sept. 21	---	---	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	
J. Kabua	Sept. 5	Sept. 5-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	
P. Heotis	Sept. 7	Sept. 7-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	
N. Eason	Sept. 21	---	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	

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Enclosure 2

8/22/79

Radio announcement requested by Harry Brown. This is copied from Gunnar Hjelger's files.

This announcement is for the people of Koozclap and Ularik. The medical team is scheduled to provide physical exams, dental and pediatric work on Niguro, Mbeye, Koozclap and Ularik. For those people who want to be examined and live on other islands and also have been issued a BRL T.N. card you may want to come to Niguro and Mbeye on a field trip ship and get the doctors. They will be on Niguro from Sept. 9th thru 13th. They will be on Mbeye from Sept. 15th thru 20th. You will be responsible for the cost of your transportation, food and expenses while on Niguro or Mbeye. Again this announcement is for the Koozclap and Ularik people with J.N. cards who live on other islands. The BRL doctors will be on Niguro Sept. 9-13 and Mbeye Sept. 15-20.

5052-12

September 14, 1979

Manager
Bank of America, NT & SA
Majuro Branch
Majuro, Marshall Islands 96960

Dear Sir:

Pursuant to a cable communication received from the US Department of Energy (P116039Z SEP 79, copy attached) the sum of \$2000.00 is being sent to your bank for the payment of per diem and transportation to qualified individuals from Rongerik and Ujae who have travelled here for medical examinations. As I must leave Ujae this week I am requesting that these funds be deposited to the Nitijela General Fund Account No. 6071-504 in order that the Department of Finance of the Government of the Marshall Islands may expend the money for the purposes stipulated in the cable.

Sincerely,

Fuck S. Pratt, M.D.
Principal Investigator
Marshall Islands Program
Brookhaven National Laboratory
Upton, New York

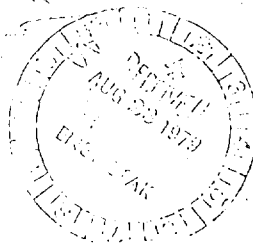
Chief Secretary, Government of the Marshall Islands
Secretary of Finance
Treasurer
Nitijela

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PRIVACY ACT MATERIAL REMOVED

PLEASE ADVISE
ON ESTATE FOR STATE IS TO GO TO PERSON PHYSICAL EXAMS. HIS
TRANSPORTATION FOR STATE TO GO HERE AND RETURN STAYS NORMAL
SERVICES WILL BE PROVIDED IF HE WISHES TO COME FOR AN EXAM.
MARRY BROWN SENDS
BT
3668

THAT THE MEDICAL TEAM WILL BE



*Copy of original held by Dr. Smith/Carl
please very*

PRIVACY ACT MATERIAL REMOVED

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-12-

BROOKHAVEN NATIONAL LABORATORY

M E M O R A N D U M

DATE: July 12, 1979

TO: Dr. Robert B. Aronson

FROM: Hugh S. Pratt, M.D.

SUBJECT: Washington, D.C. - Trip Report
July 20, 1979

The meeting was set up specifically with Walter Weyzen and Bruce Wachholz to discuss the commitments for expansion for the BNL Medical Survey Program to include at least the island of Likiep and probably a number of other atolls above 8° north latitude. When I arrived at DOE headquarters at about 10:00 AM I immediately saw Walter Weyzen (he had kindly agreed to come in on leave for this discussion. I explained to Walter that I was in receipt of a number of pieces of correspondence coming primarily from the Department of Interior from Ruth VanDoeve addressed to Tony deBrum in the Marshall Islands, indicating that the DOE/BNL Medical Survey of September 1979 would probably be expanded to include a survey of the people of Likiep. Before going to Washington I had developed a position paper entitled "Expansion Plan - Marshall Islands Program" addressing the manpower requirements for the basic survey team and then detailed logistic requirements in manpower and man days for examinations of all of the islands under consideration. On the 19th of July, I discussed this position paper with Dr. Aronson and Dr. Borg. It was the feeling of Dr. Borg that we should make it perfectly clear that the BNL mandate was to gather accurate scientific data on the long term effects of ionizing radiation on the people of Rongelap and Utirik. He understood of course that the program had evolved gradually over the ensuing twenty-five years and that it now included an element of primary care but he emphasized that the primary care aspects of this program were a secondary consideration in the role of gathering research data. He wanted me to make this point clear to Dr. Weyzen and Dr. Wachholz that he was concerned that any major expansion in the primary-care area would dilute the research effort to the point of no return. This was exactly the same position that I took in December 1978 in the position paper submitted to the Department of Energy on the future plans for the Marshall Islands study. The prime moving force for all of these commitments by DOI of DOE's resources came apparently from the recent visit of Tony deBrum and a delegation from the Marshall Islands to the United States and to the United Nations. Tony deBrum had circulated a "medical questionnaire" that he said indicated the presence of an unusually high incidence of thyroid disease and congenital abnormalities in the people of Likiep, and he claims that these people were exposed to an increased amount of radiation due to the nuclear tests on Bikini and Eniwetok. In essence, he demanded a medical survey of these islands as soon as possible. I explained to the group at DOE that the Brookhaven National Laboratory staff consists of myself, and Bill Scott at BNL, on Kwajalein we have Peter Keotis, a laboratory technician and Jenuk Kabua, R.N.. That is our entire staff. At the present time, we are hardly able to meet our present commitments and any projected expansion of the magnitude suggested by the correspondence I'd seen was totally impossible under the existing funding and manpower. I explained to them in detail that since the

staff that we take to the Pacific is a voluntary staff, or at least a staff recruited from major teaching and private institutions, that we need to plan at least six months ahead of time for that staff for each trip and in addition the logistic requirements are specific for each survey, and they require a minimum of three months with four months optimum lead time to order, ship and have materials ready for the participants when the survey begins. I suggested to Dr. Weyzen and Dr. Wachholz that I would like to transfer this information to the Department of Interior, specifically to John deYoung and to Ruth Van Clare to give them some feel for the magnitude of the problems and the inadvisability of our short term commitments for changes in the BNL medical survey schedule.

Since a tentative commitment had been made to Tony deBrum to "do something" before the end of the year, I suggested that since the data that we currently had available from his survey was open to question that DOE contract with one or two recognized epidemiologists and a general medical officer to travel to the islands the islands in question and to redo with sound epidemiologic techniques the survey that Tony had presented. If indeed, we find an unexpected incidence of thyroid problems, or congenital abnormalities, on the basis of the available statistics, then we could begin to plan for a more rational and complete medical survey. Dr. Weyzen suggested Dr. Irving Tabershaw Incorporated. This is a contract occupational medicine group operating out of Rockville, Maryland (8-202-881-6920) and this group had the personnel available to mount such a survey. I contacted Dr. Tabershaw and he said that he has a group of 32 professionals engaged in occupational health consultation, including areas of toxicology, epidemiology and industrial hygiene and that he would be delighted to discuss this project with me in the future. From our short conversation, it sounds as though he is very well qualified. He states that he had previously worked with the Atomic Energy Commission and was familiar with the problems involving environmental impact of radiation hazards. ~~We felt that this type of a survey would not completely satisfy Tony deBrum but at least it would give us a much more rational basis for future planning for the care of these islands should it occur.~~ Bruce Wachholz stated that he felt that we should plan some time during calendar 1980, preferably during the first six months, a detailed visit to Likiep. I explained to him the constraints of the major BNL trip in January and February and the subsequent trips we have in May and June and he suggested the BNL Resident Physician, Dr. Rittmaster, with a group of contract physicians might be able to make a single survey to Likiep and to Wotje covering a period of about four weeks between the two previously scheduled BNL surveys. We are currently investigating the possibility of mounting such an effort. It will require significant increase in funding in the PASO office, however, it will be a minimal increase of funding for BNL during the initial survey. However, I'm sure that a survey of close to 1,000 people on Wotje and Likiep is going to discover a significant number of thyroid nodules and if these nodules are handled as the previous protocol has indicated, they would be returned to the United States for examination at BNL prior to surgery at Case Western Reserve. It would not be unusual to find 20 new cases of thyroid disease in a population this size. This would represent a very significant increase in the BNL budget and expenditures for patient care plus a very large increase in the budget of PASO to support such a large survey effort. I discussed with Dr. Weyzen the escalating cost being accrued by the PASO office and received permission to have medical care in Honolulu for Arbela and Aik Riklon. These two cases are specifically related to our Rongelap-Utirik study. But again they will expand the clinical care budget for PASO. Dr. Weyzen informed me that a Program Manager's money at the Department of Energy had been returned to the office of the Under Secretary for allocation at that level and that at this point he could make no solid commitments

as to funds, but that he felt the study patients should be cared for as indicated.

In the afternoon, Bruce Wachholz and I had a meeting lasting approximately 3 hours, with John de Young and Ruth Van Cleve in the Department of Interior. The meeting was held primarily to apprise them of the logistics and planning characteristics of the medical surveys so that they could understand why it was impossible to make sudden radical changes in the logistic and manpower requirements of those surveys while they're in the latter planning stages or in the field. They were rather surprised and very appreciative of this information. In addition, we discussed at some length the question of compensation for patients in the study group who had undergone two major surgeries. The most important case at the present time involves [redacted] who has developed hypoparathyroidism from her surgery in Guam. I informed them that I knew of at least two or three other patients who had had two major surgical procedures and assured them that I would gather that clinical data as soon as possible and pass it on to the Department of Interior for inclusion in their bill going to Congress to establish a double compensation clause in the present compensation bill. The meeting adjourned at 5 PM and I then returned to Long Island. The following day I contacted Dr. Aronson and informed him of the outcome of the meeting. On Monday morning at 7 AM I took off for Cleveland to support the Marshall Island patients at Cleveland's Metropolitan Hospital (Case Western Reserve) who were being treated by Dr. Brown Dobyns. Dr. Dobyns had requested my presence during the operative period. The visit to Cleveland was uneventful. The patients underwent surgery on Monday and Tuesday and I returned to Long Island on Wednesday evening. It would appear from the gross specimens and from frozen sections that [redacted] exposed from Utirik, probably has a carcinoma that was well encapsulated. In addition, the last case that was done, [redacted] who is an unexposed Utirik lady, probably also has carcinoma. The remainder of the 9 patients had either adenomas or were examined for post-operative follow-up. Of interest, [redacted] son of [redacted] had undergone a thyroidectomy in Tripler Hospital for a mixed papillary follicular carcinoma in 1976. Repeat scans at Tripler had revealed that he had diffused pulmonary metastases however workup at BNL revealed no evidence of pulmonary metastases therefore Dr. Brown Dobyns did a radical nectosection on the left where the scan had indicated some functioning thyroid tissue. This was excised en bloc and Dr. Dobyns now feels that [redacted] has a good prognosis. Arrangements were made as soon as the patients were able to leave the hospital to move them into the nurses quarters thereby reducing their costs from \$260/day to \$5/day and reservations were made for the entire group to fly to Honolulu on July 16, United Flight #3, to be met by the PASO staff for transfer to Majuro on the 18th.

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BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

(516) 345-3577
FTS 666-3577

Medical Department

June 25, 1979

William J. Stanley, Director
U.S. Department of Energy
Pacific Area Support Office
P.O. Box 29939
Honolulu, Hawaii 96820

Dear Bill,

I just returned from our last survey to the Marshalls and in the process of sorting through five weeks of mail, ~~found your letter~~ of June 11th concerning the RV Litkanur II registration, crew qualification and related matters. I was truly sorry to have missed you on the way out in May and on the way back in June. I always look forward to our visits. I'm sure that Harry has filled you in on our two discussions concerning the possibility of future logistic changes. In addition, I have just completed dictating the trip report for the last survey and will get a copy off to you as soon as possible.

In your letter of June 11th, your second paragraph, you note that DOE does have "... an excellent vessel for our current mission." I'm afraid, from the standpoint of the BNL medical team that we are unable to support that opinion. I understand the very grey area that the ship falls into from the standpoint of official Coast Guard regulations concerning certification of crew. I find it amazing in Commander Utara's letter to you of 1 June 1979 regarding the crew of the Litkanur II that Otterman, Coberly, Whitney, Goschen and Wrightman are listed as Able Seaman and Conway and Duckett as ordinary seaman wipers. As I understand it, and I would greatly appreciate it if you would correct me on this, I believe that Keith Coberly has his Masters papers. Is that not correct? I believe that it was the consensus of the group that met in Germantown on March 29th that the contract vessel comply with the Occupational Health and Safety Guide as published by Brookhaven National Laboratory under Marine Safety. ~~Enclosed is a copy of the first 5 pages~~ of that document to refresh your memory. I thought that all members of that discussion group had a copy. On page 5 of that document under Responsibilities it states that the Department Chairman, in this case Dr. Cronkite, is responsible for insuring implementation of this guide. "Specifically they shall designate qualified and licensed Masters and a Marine Supervisor." I have discussed this matter with Dr. Cronkite and he has agreed completely that whoever is in control of the BNL medical

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survey ship shall be qualified and licensed as a Master. I then invite your attention to page 4 under Definitions, Section D Master (qualified and licensed) a person responsible for the operation of the vessel who has had experience with similar vessels on a body of water like that on which the individual expects to operate and who holds a validated operators or superior license. Those in essence are the requirements for BNL participation in a survey. There is another item in the letter of the 11th, namely, a letter dated 17 April 1979 to Mr. Otterman from Commander Utara. I quote at length from that letter because these are very important quotations and differentiations. "With reference to your letter of 13 April 1979, I find the Litkanur II, ON572028 an oceanographic research vessel as defined in Section 441 of Title 46 U.S. Code. An oceanographic research vessel is not considered a "passenger vessel," a "vessel carrying passengers" or a "passenger carrying vessel" under the provisions of the U.S. Merchant Vessel Inspection and Manning Laws. Additionally, an oceanographic research vessel shall not be deemed to be engaged in trade or commerce. However, all other regulations remain applicable. Now the most important paragraph of all in this entire letter is included in the next few lines "you are reminded that my determination is predicated upon the assurance that the Litkanur II is being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research. I and my quotation of the letter at that point and I would like to make it perfectly clear that Brookhaven Medical Survey team is in no way involved in oceanographic or limnographic research, or that this ship is used exclusively in an oceanographic research program. The BNL medical program is basically a passenger carrying program, the passengers being the medical survey team and such patients and passengers as are deemed necessary for completion of our assigned mission by the Department of Energy. To label what we are doing "oceanographic work" is a complete misnomer. Therefore, under the intent of this letter I would say the Litkanur II could not be considered an oceanographic research vessel and would request that Commander Utara reevaluate the requirements for the operation and manning of this vessel.

Bill, I understand the very difficult problems you've had dealing with these very fuzzy regulations relative to this ship and I wish that they could have been avoided. Hopefully some suitable alternative will be found in the near future. I would like to end on a happy note. Our last survey aboard the Litkanur, with a qualified Master aboard, Keith Coberly, was a marked improvement over our previous survey. There was still some discrepancies as I have noted in my trip report but basically the medical survey team and the ship's company worked together in close harmony and we greatly appreciated the support given us by Wayne Munk. I hope that future surveys will continue to function as smoothly.

I'd be very interested in your responses and U.S. Oceanographic's responses to the definition of the mission of this vessel and to the Coast Guard's reaction to the very distinct difference between its use as a support ship for a medical mission and oceanographic research.

Sincerely,



Hugh S. Pratt, M.D.
Director, BNL-Marshall Islands Survey

HSP:gc
CC: Bruce Wachholz, Ph.D., DOE
Walter Weyzen, M.D., DOE
Roger Ray, DOE, NV
Enc.

5057-20

Ch. Trett
Original

OCCUPATIONAL HEALTH AND SAFETY GUIDE

February 8, 1979

MARINE SAFETY	1.12.0
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Table of Contents

	Page No.
I. Introduction.....	3
II. Scope.....	3
III. Classifications.....	3
IV. Definitions.....	4
V. Responsibilities.....	5
VI. Requirements.....	9
A. Administrative.....	9
1. Documents.....	9
2. Operating Manual.....	9
3. Inspections.....	9
a) General Arrangement Drawings.....	9
b) Markings.....	9
c) Maintenance.....	10
d) Emergency Equipment.....	10
B. Equipment.....	10
1. Flotation.....	10
a) Lifeboats.....	10
b) Liferafts.....	11
c) Life Preservers.....	11
d) Workvests.....	12
e) Life Ring Buoys.....	12
f) Small Craft.....	12
2. Distress Signals.....	12
3. Fire Fighting.....	13
a) Portable Fire Extinguishers.....	13
b) Fixed Extinguishing Systems.....	13
c) Fire Pumps.....	13
d) Tests and Inspections.....	14
4. Electrical.....	14
a) Electrical Equipment.....	14
b) Batteries.....	14
c) Circuits.....	15

Table of Contents (Cont'd)

	Page No.
d) Portable Equipment.....	15
e) Emergency Lighting.....	15
5. Propulsion.....	15
a) Propulsion Equipment.....	15
b) Malfunctions.....	15
c) Fuel Systems.....	15
d) Engine Instruments.....	15
6. Vessel Handling.....	16
a) Lines.....	16
b) Anchor.....	16
c) Steering System.....	16
7. Scientific.....	16
a) Scientific Equipment.....	16
b) Large Structures.....	16
8. Rigging Equipment.....	17
9. Communications.....	17
a) Radios.....	17
b) Emergency Power.....	17
c) Reporting.....	17
d) Base Radio.....	18
e) Emergency Position Indicating Radio Beacon.....	18
10. Medical.....	18
C. Operational Requirements.....	18
1. Station Bills.....	18
2. Drills.....	18
3. Logbook.....	18
4. Cruise Plans.....	19
5. Post Cruise Report.....	19
6. Deck Surfaces.....	19
7. Sanitation.....	20
8. Stability.....	20
9. Watertight Integrity.....	20
10. Alcoholic Beverages.....	21
11. Passengers.....	21
D. Qualifications for Masters.....	21
E. Training.....	21

APPENDIX

A-1. Fire Extinguisher Classifications.....	22
A-2. No. & Distr. of Fire Extinguishers (less than 65 ft).....	23
A-3. No. & Distr. of Fire Extinguishers (65 ft to 300 gross tons)...	24
B. Williamson Turn.....	25
C. Emergency Procedures.....	26
D. References.....	28
E. Index of Required Items for Various Vessels.....	29

I. INTRODUCTION

Research at Brookhaven National Laboratory involving the use of marine craft, associated equipment and personnel necessitates a guide to coordinate and standardize a uniform safety effort during such operations.

It is essential that marine operations be performed in the safest manner practicable, in order to minimize hazards to personnel and property.

II. SCOPE

This guide covers marine operations in all types and sizes of marine craft (under direct control of, or charter by, BNL) with respect to preparedness, prevention, control and counteraction of marine incidents in addition to safe guarding of personnel, and equipment. All marine operations shall be consistent with the requirements of this guide and with applicable federal, state and local regulations. Diving operations are covered under Guide 1.12.1.

III. CLASSIFICATIONS

A. Motorboat. Vessels 65 feet and under, and equipped with propulsion machinery. Motorboats are classed as

1. Class A - less than 16 feet.
2. Class 1 - 16 feet to less than 26 feet.
3. Class 2 - 26 feet to less than 40 feet.
4. Class 3 - 40 feet to 65 feet.

B. Motor Vessels. Any vessel more than 65 feet which is propelled by machinery.

C. Small Craft. Craft such as, but not limited to, punts, canoes, inflatable and rafts.

D. Vessel. Every type of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on the water.

IV. DEFINITIONS

A. Cruise Plan. Any scheduled voyage.

B. Limnology. Scientific study of physical, chemical, meteorological, and biological conditions in fresh water, especially of ponds and lakes.

C. Logbook. An official record for entries with respect to time of departures/arrivals, tests, drills, and inspection, fuel oil data, drafts, change of personnel assignments, casualties (personnel and material), unusual occurrences, etc. Such logs or records shall be retained for the life of the vessel.

D. Master (Qualified and Licensed). A person responsible for the operation of the vessel and who has had experience with similar vessels on a body of water like that on which the individual expects to operate and who holds a validated operator's or a superior license.

E. Marine Supervisor. A person responsible for the state of readiness of the vessel and crews, scheduling tests and repairs, maintaining all records pertaining to vessels, and procuring supplies.

F. Markings. Identification of emergency equipment, instructions and controls for the guidance of the persons on board in case of an emergency.

G. Owners Certificate. A letter, certificate or plaque certifying that the vessel is operated as an oceanographic research vessel under the laws of the United States.

H. Oceanographic Research Vessel. A vessel employed exclusively in oceanography or limnology, or both, or exclusively in oceanographic research,

including, but not limited to, studies pertaining to the sea as seismic, gravity meter and magnetic exploration and other marine geophysical or geological surveys, atmospheric research, and biological research.

I. Principal Investigator. Chief scientist on the vessel in charge of the scientific crew, and the on scene representative of the Department Chairman/Division Head.

J. Scientific Personnel. Those persons aboard a vessel solely for the purpose of engaging in scientific research or receiving instruction in oceanography or limnology. Scientific personnel are not considered "passengers" or "crew members," but are included as "persons" when requirements are based on total persons on board.

K. Station Bill. A document posted in conspicuous locations in the vessel setting forth the emergency assignments and duties of all personnel on board, and signals for announcing emergencies.

V. RESPONSIBILITIES

A. Department Chairmen/Division Heads are responsible for ensuring implementation of this Guide. Specifically they shall designate qualified and licensed Masters and a Marine Supervisor.

B. The Master of the vessel, regardless of its size, is responsible for the safety of all persons aboard the vessel, for the safe operation and condition of the vessel and to assure that all requirements of this guide are satisfied. Additionally the Master is responsible for the following:

1. To conduct the overall vessel administration, organization, and training of the crew in emergency procedures.



Department of Energy
Pacific Area Support Office
P.O. Box 29939
Honolulu, Hawaii 96820

JUN 4 1979

From
Harry Brown
please see
page (3)

W. J. Stanley, Director
Pacific Area Support Office

TRIP REPORT - MAJURO, KILI, JALUIT

Background

On May 12, 1979, I traveled to Majuro to assist the BNL Medical and Whole Body Counting teams and to represent DOE in meetings with Marshall Islands Government officials.

On May 14, Roger Ray and I met with President Amata Kabua and the Ministers of State. The President seemed disturbed that the Marshalls people felt they were not getting all the facts from the U.S. Government as to health problems due to radiation. He cited "57 thyroid problems" in Likiep and made vague references to an official U.S. document which showed high levels of radiation in Bikar and Bokar in the Northern Marshalls. He also said that the birds there were dying and had very little body weight.

The Bikar-Bokar news was rather shocking to us and Roger pointed out that the birds were so thick on Bikar that the helicopters had to fly higher than usual to prevent them from getting caught in the blades. General assurances were given that there were no indications of high levels at Bikar or Likiep and that more complete data would be available in the fall of 1979.

The President also was upset in that he somehow felt that having us meeting the Board of Tobolar (the copra processing plant) and discussing sample taking, could damage the reputation of the plant because the buyers of their oil and copra cake might be scared off by the thought of Bikini copra being processed there. Roger assured him and the Cabinet that our only interest was to understand the process so it could be closely duplicated in the laboratory, and that we wanted to be completely above board in that regard. (A later conversation between the President and myself indicated that the emotional aspect of Bikini copra and the potential impact on their market if it was somehow associated with the Tobolar plant, blotted out this explanation.)

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Whole Body Counting

A boat was made available from the Marshalls Government's Department of R&D and we went to Ejit (10 minutes from downtown Majuro) and met with the elders and leaders. There were about 55 Kilians (Bikinians) living there as part of the resettlement program. They seemed to welcome the chance to be counted and of course saw us as doctors who were there to take care of them. We tried to dispel this notion by explaining what the Whole Body Counting (WBC) was for. Each person over 5 years of age was paid \$10 to provide them with funds to buy meals, take taxis, etc. while in Majuro. The people were returned to Ejit each night and the counting took place from May 15 through 17. The WBC trailer is in bad shape as it suffers from maladies associated with old age and a life of debauchery. While we were successful in getting the air conditioners repaired we did not have the same good fortune with the roof, and deterioration continues. We negotiated for a ship to go to Kili and ended up with the M.V. Marshall Islands which runs on DC current, although the trailer uses AC. While the Marshalls Government made every effort to provide us with a working generator we ended up in the communications station clearing with the people of Kili and Jaluit Atoll the idea of picking up the people at Kili and performing the counting dockside at Jaluit Atoll using regular shorepower. A deal was struck with the people from Kili welcoming a "weekend" in Jaluit, an atoll with amenities and an abundance of fish.

The WBC was performed in this manner. Only 15 people went from Kili to Jaluit for counting purposes. The others said they would welcome being checked but the death of an infant on Kili involved social obligations at Kili. The health aide and his family also stayed because of his duties but indicated if we had a replacement he would have been glad to come. All in all we were well received. The people were in unison as to wanting to know when the Enyu decision would be forthcoming. There was no closeout meeting at Kili. I asked the Acting Magistrate if he wanted one, but due to the funeral ceremony and the fact the many council members were off island he declined after I assured him that the radiation levels in their bodies continued to drop as expected and presented no known danger to the people. He was to have explained this to the other leaders.

In all, 127 persons were counted from Kili, Ejit and Majuro, 81 of whom were present on Bikini in April 1978. I was told by BNL personnel that between the January counting and this latest exercise, all but a handful of people had been counted.

We returned to Majuro on Wednesday, May 23rd, and had a very interesting meeting with the Bikinians on Ejit later that day. There were four major points I emphasized several times:

1. There are no known radiation problems which would cause them health problems because of the time they lived on Bikini after 1972.
2. Enyu data was being very carefully analyzed at the Washington level and any decision would come from the DOI after advice from DOE.
3. ~~The BNL medical team did not examine them because they expected to find health problems due to radiation; rather it was a courtesy examination because BNL was there anyhow to examine Rongelap and Utirik people and to hold a pediatrics clinic.~~ *what does this mean?*
4. Wherever the Bikinians go, the U.S. Government will stay aware of the state of their health and environment.

The Bikinians wanted us to know:

1. They feel unwanted and need a place to call home.
2. They want the U.S. to keep checking them.

The Brookhaven WBC technical personnel performed in an excellent manner, worked long hours and kept a good rapport with the Bikinians. The participation of Evie Craighead as a translator was invaluable.

BNL Medical Program

not hoped for - required!
This seemed to go well for Dr. Pratt and his group although some of the hoped for meetings with Rongelap and Utirik and Bikini people took place more on an individual basis rather than in groups. Many Bikinians from Ejit were also examined although I had departed for Kili and have no specifics.

Rongelap and Utirik Per Diem Problems

There are perhaps \$45,000 of unpaid claims under the expired (September 30, 1978) DOE/TTPI agreement and an unknown amount since then that will be picked up under the new proposed agreement which is now being reviewed by the High Commissioner and Marshalls Government.

I had numerous meetings with Chief Secretary Oscar DeBrum, Hospital Administrator Don Wilson, Budget Officer Rodger Cotting, Vice Speaker of the Nitijela Legislature Namo Hermios and Utirik Nitijela Representative Donald Matthews regarding past claims and the proposed

new agreement. By the Hospital Administrator's own admission, the medical records are so bad that it is virtually impossible to submit an accurate claim. The only claims list available is one put together by a defeated politician who was running from Utirik. All of us agreed that this would not be acceptable and the Marshalls Government once more agreed to send us a revised list based on good judgment where medical records were inadequate.

Recommendations

1. DOE HIRE AND TRAIN A MARSHALLESE ON MAJURO

True

The "tarnished" image of DOE in the Marshalls and the mistrust of our motives and personnel should be squarely addressed. The hiring of a Marshallese is certainly not the complete answer but the right person could make a big difference. Now we have no one to answer questions on the medical and environmental programs once DOE or contractor personnel leave the island. A competent person could take over the administration of Rongelap/Utirik per diem claims so as to prevent a mess as described above from recurring. Support arrangements for our personnel could be handled expeditiously. (Bikini copra sat at Air Micronesia for months because they were afraid to ship it without assurance that it was not dangerous.) The Marshallese could have a Marshallese speaking focal point to convey problems either real or imagined. NOTE: This service would have to be provided through contractual arrangements not through a Federal DOE employee. Action: If approved by NV/HQ the Chief Secretary could be asked to gather a list of candidates to interview. The person could be hired, trained (PASO/NV/HQ/BNL/LLL) and established in an office in Majuro. The cost per year is estimated to be about \$20,000. This would include salary and fringes \$12,000, travel \$1,000, office space, vehicle, supplies, misc. \$9,000. PASO to serve as administrative supervisor and focal point for info, in and out.

2. CONTRACTOR PERSONNEL CHANNEL ALL LOGISTIC SUPPORT REQUESTS THROUGH PASO

BNL personnel in many cases write directly to government officials in the Marshalls requesting meetings, boats, maintenance of equipment, etc. and then are disappointed if they get there and the requests are not honored. This past trip revealed numerous examples:

- a. The meeting with Rongelap/Utirik people was not set up.
 - b. Sample bottles never arrived in Majuro.
 - c. Small boat support from Ejit to Majuro was not negotiated in advance with a resulting overcharge.
 - d. WBC trailer maintenance not performed.
3. PUBLIC INFORMATION ANNOUNCEMENTS SHOULD BE SENT THROUGH PASO TO MAJURO FOR TRANSLATED BROADCAST ON WSZO, PARTICULARLY FOR BNL MEDICAL VISITS

Requested but not done

The people on Rongelap and Utirik would be better prepared for the visits and the few exposed or control persons living places other than Rongelap, Utirik Majuro, or Ebeye would have the opportunity to travel to one of those places for examination. (One control person on Kili very much wanted to be examined.) I committed us to picking up his transportation costs to Majuro and return the next time BNL came there.

4. FUTURE WBC TRIPS BE LAID OUT IN ADVANCE AND INTEGRATED INTO LIKTANUR II SCHEDULE

This trip cost us at least \$7,000 more than it had to by using a Marshalls Government ship. It also used a valuable Marshalls asset again after we were criticized previously for using their ship.

5. DOE PRODUCE A HIGH LEVEL DELEGATION TO INTERFACE, IN THE MARSHALLS, WITH THE LEADERS OF THE MARSHALLS GOVERNMENT

Needless to say this should be well planned, fully coordinated with the President of the Marshall Islands and the High Commissioner, and be geared to presenting an overview on present DOE programs in the Pacific, their evaluation, present scope and future plans if any. The USG is entering into a new, more democratic relationship with the Marshall Islands and to this end, in my view, we should fully enjoin them to our efforts as friends and partners.

H. U. Brown
H. U. Brown
Program Liaison Officer

OP-368
HUB:jhf

TRIP REPORT - MAJURO, KILI, JALUIT -6-

cc: Roger Ray, APO, NV
Nat Greenhouse, BNL
Dr. Hugh Pratt, BNL
Dr. Bruce Wachholz, EV/HQ
H&N/PTD

5052451

Officer in Charge
Marine Inspection
P. O. Box 3160
Honolulu, HI 96802
Phone: 546-5564

16710
17 April 1979

Mr. C. E. Otterman
Owner, LIKTANUR II
666 Prospect Penthouse 1
Honolulu, HI 96813

Dear Mr. Otterman:

With reference to your letter of 13 April 1979, I find the LIKTANUR II, O.N. 572028, an oceanographic research vessel as defined in Section 441 of Title 46 United States Code. An oceanographic research vessel is not considered a "passenger vessel", a "vessel carrying passengers", or a "passenger carrying vessel" under the provisions of the U.S. merchant vessel inspection and manning laws. Additionally, an oceanographic research vessel shall not be deemed to be engaged in trade or commerce. However, all other regulations remain applicable.

You are reminded that my determination is predicated upon the assurance that the LIKTANUR II is being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research.

If your vessel, at any time, engages in any trade or commerce, it will no longer be considered an oceanographic research vessel and will be subject to the applicable provisions of laws and regulations governing such activities.

If you have any questions, do not hesitate to contact this office.

Sincerely,

A. D. ITABA
Commander, U.S. Coast Guard
Officer in Charge
Marine Inspection

CT: Doc,

JWA A

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Department of Energy
Pacific Area Support Office
P.O. Box 29939
Honolulu, Hawaii 96820

APR 16 1979

Dr. Hugh S. Pratt, M.D.
Brookhaven National Laboratory
Associated Universities, Inc.
Medical Department
Upton, L.I., N.Y. 11973

Dear Hugh:

PER DIEM DISCUSSIONS

In accordance with our discussions today, let us consider Harry
Brown's letter to you dated February 25, 1979, above subject, and
your reply dated March 16, 1979, as withdrawn. I have destroyed all
file copies - why?

Regards,

W. J. Stanley
Director

OP-251
WJS:indh

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BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

(516) 341-3577

Medical Department

March 16, 1979

10

Mr. W. J. Stanley
Director
Department of Energy
Pacific Area Support Office
P.O. Box 22939
Honolulu, Hawaii 96820

Dear Bill:

I am enclosing a copy of a letter that I found in my mail when I returned to Brookhaven from Harry Brown regarding the per diem arrangements for Trust Territory personnel accompanying the BNL Medical Survey.

I find the contents of the letter quite confusing. If I remember correctly, on at least two occasions Bob Conard and you had discussed the standard operating procedure established by your office for reimbursement of T.T. personnel. As I understood the conversation, you were very reluctant to approve BNL level per diem for T.T. personnel on these trips. Both Bob and I were concerned about ~~the discrepancy between the reimbursement for~~ T.T. personnel and ~~for BNL personnel~~; and we knew that they were aware of this discrepancy. As I remember it, the final resolution of the problem occurred when you suggested that we pay them a "supplemental" income/unt officially out of our survey general fund. I think we used the term "compensatory pay" and it amounted to an additional \$5.00/day at sea and in the outer islands. On the basis of those conversations, and upon the instructions of Bob Conard immediately prior to this trip, these were the rules that I followed. Consequently, I paid John Iaman and the three technicians \$70.00 apiece for their fourteen days on the trip. John Iaman never indicated to me that there was any disagreement with this reimbursement policy. However, it appears that John talked to Harry during the short period that Harry was on Kwajalein following the return of the ship. I was on Kwajalein during that same period of time and something as important as this, I feel, should have been brought to my attention.

We are very much dependent upon the cooperation of the T.T. personnel, especially John Iaman, for the successful completion of these surveys, and I am afraid that the incremental difference between T.T. per diem and BNL per diem is of a sufficient magnitude to make the participants of the last survey feel that they have been underpaid by a very significant amount.

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Mr. W. H. Stanley

Page Two

I would interpret the last sentence of the second paragraph of Harry's letter to indicate that John Laman had issued an ultimatum that either we pay BNL per diem rates or we will not have the services of T.T. personnel. As far as I am concerned, I think they are worth every cent of it but, per our previous discussions, I thought that attempting to utilize these rates would present some problems for you in relation to T.T. finance and with OMB. OMB!

I hate to keep dropping these thorny problems on you, but they seem to keep arising and you are the only person I can turn to for resolution. I want to thank you again for your role as mediator in our recent conferences. I am afraid that without your help they would have been much more unproductive than they were. I have an appointment to discuss many of the recent survey problems with Walter Weyzen in Washington next Monday and will inform him of the crucial role you played in calming the waters. In relation to this per diem thing, I would appreciate your thoughts on it and will be delighted to move in whatever direction you feel is indicated.

Warm regards,

Hugh S. Pratt, M.D.

bwa

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B Hadd T

BROOKHAVEN NATIONAL LABORATORY
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Upton, New York 11973

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Medical Department

April 13, 1979

- 10

Mr. William J. Stanley, Director
U.S. Department of Energy
Pacific Area Support Office
P. O. Box 29939
Honolulu, Hawaii 96820

Dear Bill,

I want to apologize for the delay in getting this logistic letter off to you concerning the May-June survey, ~~however~~ it seems that the ground rules for this examination are changing daily. I have been make frequent trips to Washington to speak to the Department of Energy and Department of Interior to try to obtain some commitment as to how we should handle the examination of the people of Bikini. As things stand now, we know that Representative Burton is in the process of writing a bill that will apparently pass through Congress rapidly to present enabling legislation for some unspecified agency to pick up the medical care of the Bikinians in much the same manner as the people of Rongelap and Utirik. To make the picture even more complex every other day I hear conflicting opinion about a ship load of Bikinians being transported from Kili to Majuro to be present on the island for whole body counting at the same time that the medical team will be there, i.e., May 14 - 20. If this should, in fact, occur it would change the logistic requirements entirely. I have brought this point home on several occasions to Walter Weyzen and to others in Washington and as I understand it, presently the projected transfer of the people of Kili to Majuro is being held in abeyance. As we discussed in Walter's office I agree with you and Roger that the concept of moving 100 people to a testing machine really is stretching the point. It would be much better to put a whole body counter on Kili for future studies. However, it does appear that we will be responsible for a physical examination of the 60 Bikinians that Tony Greenhouse discovered on Majuro in his last survey. Consequently, as of today, I have changed the composition of our survey group. Please see enclosure 1. I have added Don Paglia, M.D., who I believe you know and has been out before with Bob. He is an excellent hematologist and clinician and will be able to help us in Majuro and Ebeye. Since we will be doing a number of the standard examinations by the protocol, Bill Scott will also be accompanying us for the first half of the trip and he and Don Paglia will return from Kwajalein before we start the outer island survey. At the present time it appears that we will have ten people in the scientific party for the outer islands survey. This will include 3 women and 7 men. As we discussed in Washington, there is the possibility that we might pick up as many as 4 or

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5 patients on the outer islands that will need to be transported back to Kwajalein to be reexamined by Dr. Brown Dobyns prior to transfer to the United States for evaluation and surgery. So that possibly the medical party could expand to 14 or 15 people including patients. Under these circumstances, your suggestion that we might put both of the medical examination trailers aboard the ship and can figure one trailer as a bunking trailer while using the other trailer for the physical examination trailer seems entirely feasible. I would anticipate that during this part of the year we'll be encountering a considerable amount of rain and that the canvas covering that we have previously discussed will be fabricated and ready to use aboard the ship during the survey. I hope that some restudy of the storage capability of the ship has revealed some new storage areas because our gifts to the outer islands on this survey will be very similar to the last trip. I would greatly appreciate it if we could obtain and carry with us the following gift foods: 10 cases of apples, 10 cases of oranges, 25 cases of diet Cola, 1,500 lb. rice, 350 (1 1/2 lb.) cans of beef stew, 240 cans of Spam, 3 bags of donut mix (50 lb. bags) and 20 (3 lb. cans) of shortening, 120 cans of baked beans (large), 18 cases of powdered milk, 6 cases of oat meal, and 300 lbs. of dried beans. In addition, from the standpoint of housekeeping and for the physical examination tables, we will need at least 85 sheets and about 50 towels to be used by the scientific party for berthing and examinations during the outer islands survey.

At the present time, Bill Scott is working frantically to make arrangements for the air shipment of our medical equipment. As of today, we have 10 to 12 boxes which we anticipate shipping by commercial air to San Francisco and then transferring to Travis Air Force Base for transportation to Honolulu via MAC. Bill has already talked to Mr. Koga and Louise Sutton about this shipment. Of course it is imperative that this shipment reach Majuro the second week in May since we expect to arrive on the island on May 14th. We would appreciate any help that you could give us on that end in expediting the transfer of the shipment. Peter Heotis and Januk will be going down to Majuro about May 9th to make preliminary arrangements there and to set up the car rentals.

I just finished talking to our Travel Agent here and I have it set up so that I will arrive in Honolulu at about 11:30 PM on the 9th. Would it fit into your schedule if we could meet in your office at about 10:00 AM on the 10th to discuss the possible configuration of the fixed sites on the outer islands and some of the future logistic plans and hopefully to have a period of time with Wayne Monk to talk about the forthcoming trip.

I am in the process of getting a letter off to Oscar deBrum to examine the feasibility of holding a village meeting at Majuro prior to the beginning of our survey there. As far as I know, this has never been done before and I think that we might be able to head off some of the problems that we had during the last survey if we had an open question and answer period before we began the examinations. In line with that, since at least half of the questions that come to the medical survey group during those examinations concerns reparations and administrative matters, would it be possible to have a member of your staff available for that village meeting in Majuro on the evening of May 14th? I think that Harry did a good job of the briefings that we presented together on the outer islands and probably could present any new developments on PL-116.

5052437

Would it be possible to obtain some double tiered bunks to put into the port side 20' deck trailer to use as a bunking area for the Marshallese patients?

Thanks again for your continued support of our logistic needs. I anticipate that this coming survey is going to be a much happier experience for all concerned. I am looking forward to seeing you on the 10th. If there should be any significant change in these plans I'll notify you immediately by phone or letter.

Warm regards,

HSP:gc

Hugh S. Pratt, M.D.

5052.33



Department of Energy
Nevada Operations Office
P.O. Box 14100
Las Vegas, NV 89114

14
Please see
pg 2
VI-1

7 Feb 1978

Those on Attached List

~~OPERATION~~ NORTHERN MARSHALL ISLANDS RADIOLOGICAL SURVEY

This plan outlines the field portion of the Northern Marshall Islands Radiological Survey Program and its objectives, and establishes responsibilities and procedures for its execution.

Marion E. Gates
Marion E. Gates
Manager

Enclosure:
Subject Plan

5052439

OPERATIONS PLAN
NORTHERN MARSHALL ISLANDS
RADIOLOGICAL SURVEY

I. Purpose and Objectives

The purpose of this Operations Plan is to outline the field portion of the Northern Marshall Islands Radiological Survey Program and to establish responsibilities and procedures for its execution.

The objectives of this field effort are:

1. To obtain aerial radiological maps of the Northern Marshall Atolls and Islands.
2. To obtain samples of soil, water, plant life and food, adjacent marine waters, and marine and terrestrial life.

II. Responsibilities

Ray Within the Nevada Operations Office, the Assistant for Pacific Operations will be responsible to the Manager for successful accomplishment of the objectives of the Northern Marshall Islands Radiological Survey and will serve as the NV Program Manager responsible for operational control, field operations, and direction of support activities. He will be supported by a Technical Director who will provide technical direction of the aerial, terrestrial, and marine field operations. *Roger Ray*

III. Organization

The field organization for the Northern Marshall Islands Radiological Survey Program is incorporated in Appendix A.

IV. Survey Execution

The survey will be conducted over a period of three months starting on or about September 11, 1978.

The overall aerial, terrestrial, and marine program is expected to include representatives of:

1. Division of Operational and Environmental Safety (O&ES, DOE/HQ)
2. Nevada Operations Office (NV)
3. EG&G, Las Vegas, NV

5052440

4. Lawrence Livermore Laboratory (LLL), Livermore, CA
5. Environmental Protection Agency (EPA), Las Vegas, NV
6. Brookhaven National Laboratory (BNL), Upton, NY
7. University of Washington (UW), Seattle, WA

*never
consulted
info only*

A limited number of other scientific parties may be invited to participate on a non-interference basis. Likely candidates are University of Hawaii Mid-Pacific Marine Laboratory (MPML)-sponsored and Bowling Green University.

Sample analysis and dose assessment performed by the Lawrence Livermore Laboratory will continue for several months following the survey and is described in detail in the attached DOE/HQ Radiological Survey Plan, Appendix B.

Initial deployment of equipment will be via a Department of Navy-provided USNS Wheeling from Port Hueneme to Kwajalein with survey personnel boarding at Kwajalein. Three series of 22 days, 22 days, and 33 days are scheduled with personnel rotating after each series. A schedule of the field survey is attached as Appendix E.

V. Public Information

The Manager, NV, is responsible for the implementation of a public information program to inform Trust Territory officials and inhabitants of the Northern Marshall Islands of survey activities and execution schedule. Prior to commencement of survey work, each inhabited island will be visited and individuals briefed on what events will take place. Upon survey completion, island inhabitants will be advised of the completion of that portion of the survey.

VI. Program Funding

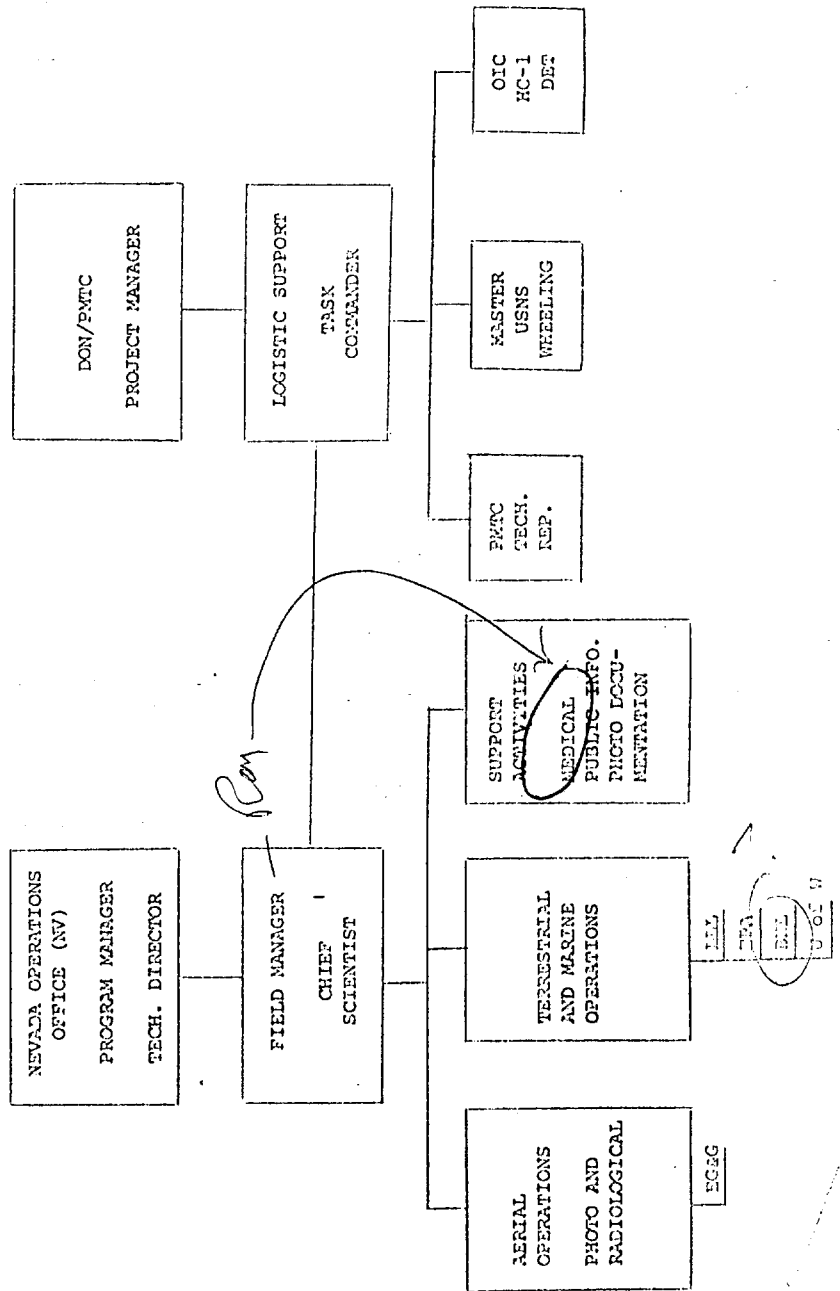
Funding for the Northern Marshall Survey is being provided by the Division of Operational and Environmental Safety. For the FY 1978 phase of the field operations, a total of \$347K has been made available. Cost estimates for the NV portion of the FY 1979 effort are \$540K. In addition, \$150K in capital equipment funding has been provided by OAES.

Cost will be recorded against the project in budget category GK-01-01-08-4.

Funding associated with the Terrestrial and Marine Survey and the Sample Processing and Analysis activity are being provided to LLL through SAN.

5052441

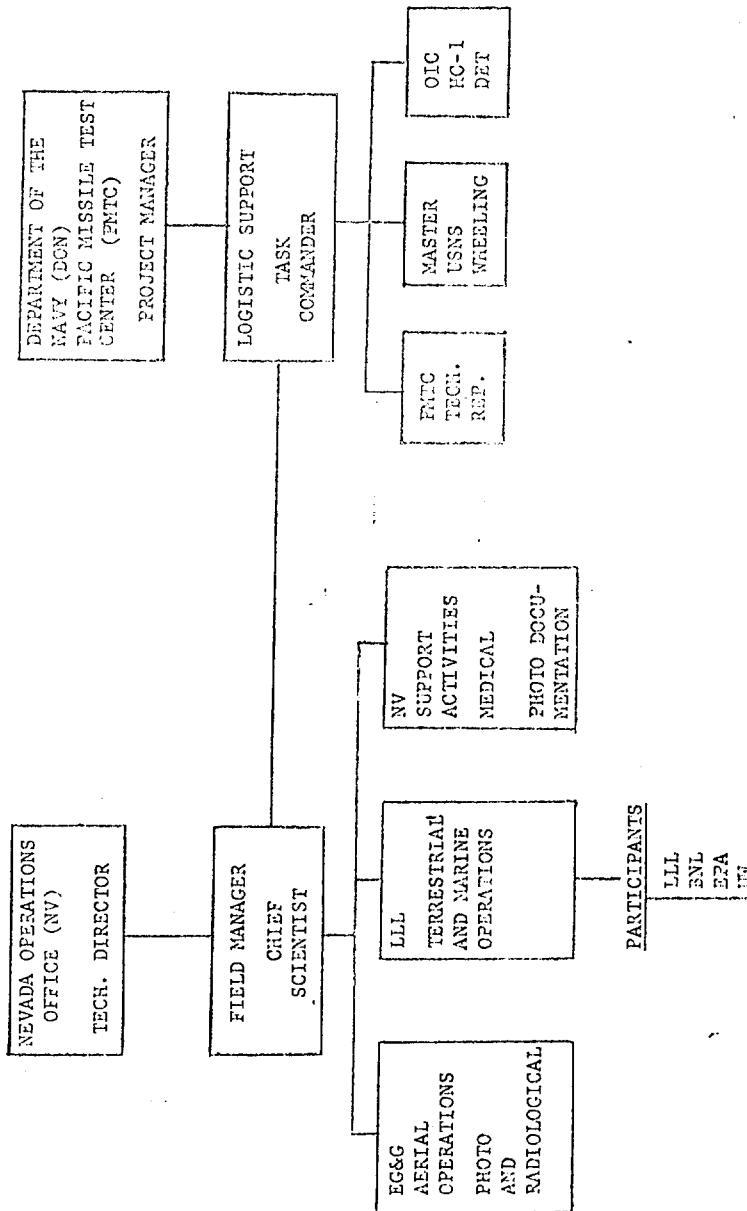
NORTHERN MARSHALL ISLANDS SURVEY
FIELD OPERATIONS
ORGANIZATION CHART



APPENDIX A

5052442

NORTHERN MARSHALL ISLANDS RADIOLOGICAL SURVEY
FIELD OPERATIONS
ORGANIZATION CHART



III-5

5052443

PART VI

PUBLIC INFORMATION PLAN

A series of DOE coordinated public information actions is needed to provide news media with a complete and accurate picture of the rehabilitation, cleanup and medical programs, and the upcoming radiological survey program scheduled this fall.*

The following publics will need to be kept informed:

1. Residents of the surveyed islands and atolls.
2. Residents of the Marshall Islands.
3. Trust Territory government.
4. Department of the Interior (DOI), Department of Defense (DOD).
5. U. S. Congress.
6. U. S. and foreign news media.

The following program interests should be kept in mind while collecting and disseminating information:

1. Obtaining dose assessments and evaluations of the atoll environments.
2. Obtaining improved feedback of information from the Marshallese people.

In establishing the information dissemination and gathering effort, there are these important considerations:

1. Misunderstandings surrounding the DOE medical followup in the Marshalls have led to complaints and criticism.
2. There has been a lack of coordination between agencies and within agencies and their contractors in communicating with the Marshallese in the past.
3. News media reaction to Government efforts to right past wrongs has been friendly but sympathies are clearly with the Marshallese people.
4. Information on land use and dietary preferences and practices in the Marshalls is scarce and subject to continuing review and revision.

*For any matter pertaining to public information contact Len Arzt
(202) 376-4192.

Public Affairs Guidance

1. Take a completely open approach in conduct of the public information aspects and in the dissemination of information derived by the radiological survey.
2. Schedule a show-and-tell briefing and press conference before the aerial survey begins, in Honolulu, on board the USNS Wheeling with participation by the Department's of the Interior and Defense (DOI, DOE, and TF staff and preparation and coordination of questions and answers.
3. Conduct both introductory and post survey briefings at each populated atoll or island. There must be a "dry run" to preview these briefings for DOE, DOI, and TF staff and preparation and coordination of questions and answers.
4. Encourage and welcome coverage of the survey by domestic and foreign news media staff and accommodate their requests. Newsmen who request to accompany the survey team should be allowed to do so under the following criteria: that they pay their own expenses and plan to stay out for at least one week, and that they arrange their own transportation to rendezvous with the ship. Technical staff will be expected to cooperate to the fullest. *which medical team*
5. Allow newsmen to accompany the medical team if they pay their own expenses, do not interfere with the medical team, and a DOE information officer escorts them.
6. Establish closer coordination on public information matters with DOE's own contractors, National Labs and field offices working in the Marshalls.
7. Provide a DOE Public Information Officer to accompany news media who will be responsible for dissemination and collection of information. The PI officer will be supported in on-atoll communications by an expert in cross-cultural communications plus other members of the technical staff as needed.
8. Upon completion of the aerial survey project:
 - a. Hold a press briefing in Honolulu and/or Washington to explain preliminary findings and followon activities.



Department of Energy
Pacific Area Support Office
P.O. Box 29939
Honolulu, Hawaii 96820

OCT 27 1978

Dr. Hugh Pratt
Brookhaven National Laboratory
Associated Universities, Inc.
Medical Dept.
Upton, L.I., N.Y. 11973

Dear Hugh:

Enclosed a copy of a hastily assembled brochure on the EGABRAG
(potential successor to LIKTANUR).

The inside cover shows the current configuration. ~~Page 3~~ shows ~~large sections being put overboard.~~ They can be bolted together
either side by side or end to end. (dimensions of each: 6' x 24').

Page 11 is an actual photo of a helo on the foredeck; page 10 an artist's
concept of a helo on the fantail roof.

Page 12 is a cut-away of the forward cargo holds converted for bunk
space (12) and clinic. Above deck, a whole body counter is portrayed,
but either a medical trailer (to expand the clinic) or additional
bunk space could be provided.

I'm pleased that you are willing to make the visit to San Diego and
hope that this time we'll be successful in getting back in operation.
I think a call from you or Bob to Walter Weyzen or Bill Burr ("Has
the money been released yet?") wouldn't hurt a bit. I'll talk with
you when I return from the Wheeling about Nov. 20.

With best regards,


Roger Ray
Assistant for Pacific Operations

OP-866
RR:jhf

Enclosure:
As indicated

5052446

Never used
never used

1 December 1978

Mr. W. J. Stanley
Director, Pacific Area Support Office
Department of Energy
P.O. Box 20929
Honolulu, Hawaii 96820

Dear Bill,

This letter is in response to a telephone request I received from Harry Brown late yesterday afternoon regarding my opinions as to the feasibility of small helicopter support for the Medical Survey of the Marshall Islands.

As background for the following discussions, I'd like to restate an opinion which I think we have discussed previously in your office, pertaining to the long-range logistic plans for the BNL medical survey. First, it would appear that sometime in the near future that the geographic area assigned to BNL might expand appreciably, i.e., to include the people of Bikini and Eniwetok. This decision is pending at DOE/DOI. This, of course, would tremendously enlarge the geographic area to be covered by the medical survey teams and would present severe logistic problems for slow shipboard support. As we have discussed in the past, the possibility of establishing small independent examining facilities on each of the islands and supporting these installations by aircraft certainly should be considered carefully. The type of aircraft to be used again presents a variety of options. I understand that a PBX 5A will be available from the University of Hawaii. I have no further information as to the dates of availability or priority for its utilization by this program.

Another option which I have been considering is the ultimate use of a heavy helicopter of the SH-3 type that would have both the range and operating characteristics necessary for outer island support. Both of these options would greatly increase the facility with which we could evacuate patients from the islands in the event of medical emergencies.

Of course, all of this is conjecture at this point until some final decision is made as to the Bikini and Eniwetok populations. Once that decision has been made and we have some idea of our future patient loading, I think we ought to have a logistic meetings to develop some short- and long-term plans concerning these options.

5052447

W. J. Stanley
H. Pratt, M.D.

1 December 1973
Page Two

To speak more directly to the question that Harry Brown presented yesterday, I am very much opposed to basing a light helicopter aboard our chartered vessel for the January-February medical survey. I have a number of reasons for taking this position, but first I think it would be wise for me to outline my qualifications for making these observations and recommendations.

For 30 years I was a Naval aviator as well as a Naval physician and flight surgeon. For the first 11 years of that period I was solely a Naval aviator and had rather extensive experience with helicopters. During my period of shipboard duty aboard several Forrestal-class carriers, first as a Junior Medical Officer and then as a Senior Medical Officer, it was my responsibility to assure safety of flight, particularly in helicopter areas, both landing on the flight deck of large carriers and in support of surface ships of the size of destroyers. I am thoroughly familiar with the problems associated with light helicopter support of small ships. I have a long list of references of accident reports involving attempts to support light helicopters on small vessels. This is an extremely hazardous operation even under ideal conditions.

The period of the medical survey includes the roughest weather of the year and we can almost guarantee 30-knot winds and rough seas throughout the entire survey. As the survey leader and medical officer in charge of this survey, I will not accept the responsibility for the hazards presented by a helicopter operating off the ship.

A compounding problem which I suggested to Harry and which apparently has not been considered in the past, is the fact that Kwajalein, as a highly restricted military area, has some very stringent rules concerning overflights by private aircraft. There would have to be some very significant modifications of their present security measures to allow any private overflights. Again, I have no advance warning as to when there might be incoming missiles into the Kwajalein test range, and there would have to be constant communication between the ship at sea and the Kwajalein operations center so that a private helicopter didn't stray into an area of incoming missiles.

All of these problems I'm afraid would interfere with the basic mission of this ship which is the support of the DOE Medical Program during this time frame. I would suggest that if Mr. Otterman has potentially pressing business obligations in some other area that he has two options: (1) he can appoint a suitable surrogate to solve those problems for him while he is aboard the ship; or (2) he can make arrangements for a private charter, fixed wing aircraft to pick him up landing in the lagoon of either Utirik or Kwajalein.

As each day unfolds and we come face to face with new and more unusual requests (demands) from Mr. Otterman regarding the details of this charter arrangement, I find myself more and more skeptical about the future renewal of this contract. I assume that the previous administrative arrangements concerning the control of the vessel, schedule, and the disposition of the vessel in port will be as it has been in the past with our previous vessel

5052448

W. J. Stanley
H. Pratt, M.D.

1 December 1973
Page Three

and that the survey leader will have administrative control over those things that do not involve the safety of the ship. I have the impression that Mr. Otterman considers the American Survey to Utirik and Rongelap some sort of a romantic, South Pacific interlude, and my past experience has shown me that he can be quite demanding and unreasonable at times. I would therefore hope that the exact details of the authority and responsibilities for the operations of the Medical Program and the ship be clearly spelled out for Mr. Otterman prior to the time the ship sails for Kwajalein.

I don't want to be hardnosed about this but I think in this case that in dealing with Mr. Otterman it's imperative that we lay all our cards on the table so everybody understands exactly where our mutual responsibilities and authorities are. If I can be of any further assistance, in this matter, please don't hesitate to call or write.

Please give my best to Harry and Wayne. I think they have done a superb job. Each of them is now eligible for the Purple Heart.

Warm regards,

Hugh Pratt, M.D.

cfh

505249

BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

(516) 3453577

Medical Department

November 29, 1977

Dr. Walter Weyzen
Division of Biomedical and
Environmental Research
Department of Energy
Washington, D.C. 20545

Dear Walter,

Enclosed is a suggested extension of our DOE-TT Agreement regarding the Medical Program in the Marshall Islands. The previous agreement of last February (copy enclosed) was only for this calendar year. You will note that the present agreement would include responsibilities of our personnel at Ebeye and Majuro. With regard to the legalities of medical care I suppose we are responsible for Rongelap, Utirik and Bikini while TT is responsible elsewhere.

As you know PL 5-52 and the TT agreement of December 1974 (copies enclosed) are in disagreement and has been the cause of considerable dissatisfaction among the Marshallese. I suggest we get together with Mr. Winkel and come up with something agreeable to all including Congressmen Balos and Heine. I believe Congress of Micronesia is out of the picture at this point. Perhaps we might arrange a meeting with Winkel when he next comes to Washington.

Sincerely,

Robert A. Conard, M.D.

RAC:gc
Enc.

*Walter W.
stated that the
letter was sent to
R.R. but
not
returned*

5052450

REPORT OF THE MEETING BETWEEN
THE UNITED STATES ENERGY RESEARCH AND DEVELOPMENT ADMINISTRATION
AND
THE TRUST TERRITORY OF THE PACIFIC ISLANDS
REGARDING MEDICAL CARE OF THE RONGELAP AND UTIRIK PEOPLE

KWAJALEIN, M. I., FEBRUARY 4-5, 1977

The United States Energy Research and Development Administration (ERDA), formerly AEC, has for more than 20 years conducted a program of medical surveillance of the people of Rongelap and Utirik who were exposed to fallout from a weapons test in 1954. In the course of this activity, and with the knowledge and consent of the Trust Territory of the Pacific Islands (TTPI), the ERDA medical teams have provided limited medical care for the people at Rongelap and Utirik.

The people living on Utirik and Rongelap, have recently and separately expressed a desire for changes in the type of medical care under the ERDA program. Specifically, they have addressed requests to ERDA for more comprehensive medical care for all the people living on these islands.

It is recognized that general medical care of the people of the Marshall Islands is a responsibility of the Administration of the TTPI. It is in the interest of both the TTPI and the US (ERDA) to explore ways in which medical needs can best be met by cooperative efforts of both parties within the framework of their respective responsibilities.

In response to a Trust Territory request, the ERDA representative reported that the US (ERDA) is prepared to continue its assistance to the TTPI in the discharge of its health care responsibilities to the people living on Rongelap and Utirik.

The following arrangements were agreed to:

- a. ERDA will invite TTPI medical personnel (e.g., medical officer, nurses, health aides, technicians) to participate in the ERDA medical visits in order to facilitate expanded programs such as well baby clinics, family planning, etc., and will assist with logistic support of these activities. For the next four quarterly visits, the TT will provide one medical officer, one health assistant, and up to two additional medical personnel, as needed. Travel, per diem and subsistence will be paid by ERDA; salaries will be paid by TTPI.
- b. ERDA will assist in arranging for additional US medical doctors to participate in the medical team visits, as may be required to assist the TTPI in providing general medical care to the people living on Rongelap and Utirik. For the next spring survey (March, 1977), ERDA will make every effort to provide, and will fund if necessary, two additional physicians. It is anticipated that the two physicians will be provided by the Public Health Service.
- c. ERDA will, to the extent operationally feasible, extend the duration of its medical team visits to Rongelap and Utirik to accommodate the needs of the Trust Territory medical program. Therefore, for the next spring visit, it is expected that duration of stay of the medical team will be extended by two to three days.
- d. The medical teams, while at the islands, will extend medical care and treatment equally to all those living on the two islands.

It is recognized that the arrangements set forth above do not constitute a modification of the agreement of Dec. 2, 1974 between the TTPI and ERDA nor do they alter statutory responsibilities of either agency.

William W. Burr 2/7/77
Signature: William W. Burr, M.D.
Deputy Director,
Division of Biomedical and Environmental
Research, ERDA

Oscar deBrum 2/7/77
Signature: Oscar deBrum
District Administrator
Marshall Islands.

ATTENDEES

Dr. William W. Burr, Deputy Director, DBER, ERDA
Mr. Roger Ray, Asst. Manager for Environment & Safety, ERDA
Mr. Oscar DeBrum, District Administrator, Marshalls
Dr. Ezra Riklon, Marshalls District Director of Health Services
Dr. Masao Kumangai, Director of Health Services
Mr. Robert Hazlett, Peace Corps Representative Marshalls
Dr. Robert Conard, Head of BNL Medical Surveys in the Marshalls
Dr. Victor Bond, Associate Laboratory Director, BNL
Dr. Knud Knudsen, Resident Physician, BNL
Mr. Atlan Anien, Speaker of the Nitijela
Ms. Kristine Morris, Program Specialist, ERDA

Agreement Between The United States Department of Energy and
The Trust Territory of The Pacific Islands Regarding Medical Care of the
Rongelap and Utirik People

The United States Department of Energy (DOE), formerly ERDA and AEC, has for nearly twenty-four years conducted a program of medical surveillance of the people of Rongelap and Utirik atolls who were accidentally exposed to fallout from a weapons test in 1954. Since 1956 this program has been carried out under the direction of Brookhaven National Laboratory (BNL) with the cooperation and participation of the Trust Territory of the Pacific Islands (TTPI). The purpose of this document is to formulate an agreement between DOE and the TTPI concerning the DOE-BNL Medical Program in the Marshall Islands. This agreement supersedes and extends that of February, 1977 (copy attached). The agreement reached between ERDA and TTPI (December 2, 1974) regarding implementation of the Congress of Micronesia PL-5-52 (Trust Territory Fallout Survivors Act, copy attached) continues in effect. This agreement allows for free hospitalization within the Trust Territory (including travel and per diem allowances) for individuals in the Rongelap or Utirik exposed and control groups who become ill.

The people living on Rongelap and Utirik atolls have recently and separately requested that the DOE Medical Program include more comprehensive care for all the people living on these islands. This resulted in the February 1977 agreement referred to above with provisions for increased medical assistance by DOE to the TTPI in the discharge of health care responsibilities to the people living on Rongelap and Utirik. During the past year, the agreement has been implemented by both parties, apparently to the satisfaction of the Marshallese people involved. That agreement only covered the calendar year 1977; hence, the present agreement is intended to supplant that one.

The primary responsibility of the DOE medical program in the Marshall Islands concerns the diagnosis and treatment of radiation effects in the exposed Rongelap and Utirik people. In order to carry out this mission satisfactorily a number of unexposed Rongelap people are included in the examinations. Comprehensive annual medical examinations are carried out on these people by the DOE-BNL medical team with the assistance of Trust Territory medical personnel. In addition, a Resident Physician and Physician's Assistant have been placed in the islands and make quarterly trips to Rongelap, Utirik and Bikini for health care purposes. Over and above the primary mission, for humanitarian reasons, the DOE-BNL medical personnel assists the Trust Territory in general health care of other Marshallese whenever possible.

The present agreement concerns 1) the annual medical surveys, 2) follow-up medical care, and 3) health care assistance by DOE-sponsored personnel at Ebeye and Majuro.

1) ERDA will invite TTPI medical personnel (e.g., Medical Officer, nurses, health aides, technicians) to participate in the DOE-BNL medical visits in order to facilitate expanded programs such as Well Baby Clinics, Family Planning, etc., and will assist as feasible, with the logistic support of these activities. The Trust Territory will furnish such personnel referred to above when possible. The DOE-BNL medical team, during the annual surveys, will assist the TTPI in providing medical care to the people living on Rongelap and Utirik. Every effort will be made to extend the duration of the medical teams stay at these islands long enough to examine all people on the islands who wish to be examined in a way similar to that used for the exposed and control groups.

2) Any exposed Marshallese individual who develops an illness that may be related to radiation exposure will be given follow-up medical care, if necessary in U.S. hospitals, under the auspices of DOE. Any Marshallese in the special control group who should develop a similar illness will be treated likewise.

3) The role of the resident DOE-BNL medical personnel at the Ebeye and Majuro hospitals will be to assist the Trust Territory medical personnel in health care of the exposed Rongelap and Utirik people and the people in the control group located at these atolls. As time permits, on a humanitarian basis, the DOE-BNL medical personnel may act as consultants or assist in examination and treatment of other Marshallese as requested by the Director of the Hospital. However, the primary responsibility of all patient care at these hospitals lies with the Trust Territory Health Services.

17

CHARTER PARTY
OF THE
MOTOR VESSEL EGABRAG
OFFICIAL NO. 572,028

This Charter Party is made on November 17, 1978, by and between U.S. Oceanography, Inc., a California corporation with principal place of business in San Diego, California, hereinafter referred to as "Owner," and Holmes & Narver, Inc., a California corporation with principal place of business in Orange, California, as principal and acting in its capacity as prime contractor to the U.S. Department of Energy, under its Contract Number EY-76-C-08-0020, hereinafter referred to as "Charterer."

WITNESSETH:

ARTICLE I

DESCRIPTION OF VESSEL

Owner is the sole owner of the Motor Vessel EGABRAG, Official No. 572,028, which together with her machinery, equipment, boats, apparel, furnishings, furniture, and all appurtenances hereunder appertaining, is hereinafter called "the vessel."

ARTICLE II

CHARTER PERIOD, OPTION TO EXTEND

Owner agrees to let and Charterer agrees, subject to the provisions hereinafter contained, to hire the exclusive use of the vessel for the term commencing on the date the vessel departs from the Port of San Diego, California, for the purposes of this charter which is expected to be approximately December 16, 1978, or thereabouts. The term of the charter shall terminate on September 16, 1979, unless extended as herein provided.

Should Charterer not exercise its option to extend said term of the charter as herein provided, said vessel shall be returned to the Port of San Diego, California, not later than September 15, 1979.

Charterer shall have the option to extend said initial term of the charter for a period of one (1) year from September 15, 1979. Said option to renew shall be exercised by Charterer giving Owner written notice of its exercise of said option not less than thirty (30) days prior to the expiration of the initial charter period.

At the expiration of the first extended term, Charterer is given the right to extend said term for an additional period of one (1) year upon giving written notice to Owner of its exercise of said option not later than thirty (30) days prior to September 15, 1980.

At the expiration of the second extended term, Charterer is given the right to extend said term for an additional period of one (1) year upon giving written notice to Owner of its exercise of said option not later than thirty (30) days prior to September 15, 1981.

ARTICLE III

HIRE FOR VESSEL

Charterer agrees to pay the Owner hire for the vessel and its crew in the sum of \$46,000.00 per month for each month of the term of the initial period of the charter. The first month's hire shall be paid to Owner one (1) calendar month after the commencement of the term of said charter as hereinabove provided and like monthly payments shall be made each month thereafter, the last month's hire being prorated should the term of the hire terminate prior to the end of one (1) full calendar month.

The hire for additional terms of the charter shall be negotiated between Owner and Charterer and in the event said parties are unable to agree upon the amount of the monthly hire for the extended term or terms, Owner may, at its option, terminate this charter. It is agreed that if the hire is not determined and agreed upon on or before the fifteenth day preceding the expiration of the initial or any extended term, Owner may then exercise its right to terminate the charter.

ARTICLE IV

DELIVERY AND REDELIVERY

It is contemplated that immediately upon the execution of this charter, the vessel must be converted to fit it for the intended use of the charter and in order to accommodate the desires and needs of the Charterer. The scope of the work as to conversions, modifications, and changes is stated on Attachment A to this Charter Party. Said vessel shall be fitted to accommodate 12 scientific personnel to be brought aboard by Charterer. Owner agrees to use his best efforts to prepare the vessel for departure from the Port of San Diego, California, on or about December 16, 1978.

It is agreed that the Charterer will pay to the Owner the amount of \$50,000.00 as full payment for the conversion, modifications, and changes stated on Attachment A. Payment for all such modifications and changes made in accordance with Attachment A shall be paid by Charterer in addition to all other sums herein provided. The total payment for such work shall be made to Owner prior to the departure of said vessel from the Port of San Diego, California, as hereinabove provided.

ARTICLE V

CONDITION OF VESSEL AND SURVEY

Owner warrants that the vessel on delivery to the Charterer shall be seaworthy, clean, tight, staunch, strong, and well and sufficiently tackled, appareled,

furnished, and equipped and in good running condition and repair and fit for her said intended service.

Upon the completion of the conversion of said vessel as hereinabove provided, said vessel shall be surveyed by a marine surveyor appointed by Owner and accepted by Charterer and Charterer shall at said time be entitled to board said vessel and fully inspect the same. Should Charterer fail to be satisfied with the condition of said vessel and should such objections be reasonable, Owner shall have a reasonable time to correct any such deficiencies even though such may cause a delay in the departure of said vessel under the terms of the charter.

Charterer agrees that upon the redelivery of said vessel to Owner at the Port of San Diego, California, upon the termination of this charter or any extended term, Charterer will at its cost and expense cause said vessel to be reconverted to its condition at the commencement of the charter and as necessary remove the modifications and conversions theretofore made in order to accomplish that result. Charterer's liability to the Owner for the cost of reconversion shall not exceed the amount of \$15,000.00.

Upon redelivery of said vessel to the Port of San Diego, California, it shall again be surveyed. Charterer agrees, at its expense, to repair any damage to said vessel occurring during the term of the charter as a result of the fault or negligence of the Charterer or its employees or agents. All other repairs to said vessel shall be at the expense of the Owner.

ARTICLE VI

DUTY TO PROVIDE CREW, FOOD, WATER, AND PETROLEUM PRODUCTS

Charterer shall provide all ~~food and water~~ necessary ~~while the vessel is away from the Port of Kwajalein~~ during the term of the charter for the members of the crew aboard the vessel, as well as all research personnel placed aboard said vessel by Charterer.

Charterer shall also provide at its cost all required petroleum products including, but not limited to, fuel oil, lube oil, and outboard motor gasoline.

While said vessel is in Kwajalein Harbor, Marshall Islands, ~~Charterer shall provide the vessel with berthing facilities and shore power.~~

ARTICLE VII

USE OF VESSEL

Said vessel is chartered for the purpose of conducting OCEANOGRAPHIC RESEARCH in the area hereinafter designated.

During the term of the charter, the vessel shall operate only in an area within a radius of 500 miles from Kwajalein Harbor, Marshall Islands, except as is necessary to proceed from San Diego, California, to said destination and return.

It is further agreed that Charterer shall not require said vessel to be in operation for more than an average of twenty (20) days per month computed each quarter during the term of the charter. By way of explanation, it is the intention that the crew of the vessel shall not be required to operate said vessel more than twenty (20) days per month; however, it is understood that on some occasions, trips of a long time will be required and thus, the total number of days will be averaged out over each quarter.

ARTICLE VIII

DISABILITY OF VESSEL

In the event that the vessel shall be disabled, damaged, or delayed by breakdown of machinery, fire, grounding, collision, or other cause not attributable to the negligence of Charterer or its employees, then, in that event, the pro rata daily charter rate computed on a monthly basis shall be immediately suspended until such time as the vessel again becomes available for Charterer's use. Further, in the event that the vessel is lost or damaged, or otherwise disabled, and the disability is such that the vessel cannot be repaired within forty-five (45) days following such disability, Charterer at its election may terminate the charter forthwith.

ARTICLE IX

MAINTENANCE

Owner shall, at its own expense, maintain the vessel excluding special equipment placed aboard by Charterer during the term of the charter. ~~When special equipment is placed aboard the vessel, Charterer shall maintain the same and shall provide Charterer the use of the vessel's machinery and equipment for that purpose.~~

ARTICLE X

COSTS OF SURVEYS

The necessary survey prior to commencement of the charter shall be paid for by Owner and the survey conducted upon the return of the vessel shall be paid by Charterer, not to exceed \$500.00 per survey.

ARTICLE XI

INSURANCE

Owner shall procure hull and protection indemnity insurance. The amount of the hull insurance shall be designated by the Owner and the protection indemnity insurance shall have limits of \$1,000,000.00. Owner shall, in addition to the above insurance, procure an umbrella policy for the Owner's and vessel's protection in the amount of \$1,000,000.00.

Charterer shall be solely responsible for any damage to Charterer's equipment provided the same is not caused by reason of the negligence of Owner or Owner's agents or employees.

ARTICLE XII

INDEMNITY

Charterer shall hold Owner harmless from any and all claims for injuries or death suffered by any of its personnel or those research personnel brought aboard the vessel by Charterer which shall not be the result of fault or negligence on the part of Owner or Owner's agents or employees.

Owner shall hold Charterer harmless from any and all claims for injuries or death suffered by any of Owner's personnel which shall not be the result of fault or negligence on the part of Charterer or its agents or employees.

ARTICLE XIII

TAXES

The Owner has included in its price all applicable federal, state, and local taxes and duties. The Charterer will pay all taxes levied on the vessel by the Trust Territories of the Pacific Islands or its political subdivisions. Charterer shall also pay any port charges, wharfage, pilot fees, or duties.

ARTICLE XIV

ATTORNEY'S FEES

In the event that either party to this Agreement shall commence an action to enforce the terms thereof, the prevailing party shall be awarded court costs and reasonable attorney's fees.

ARTICLE XV

ASSIGNMENT

Neither party to this Agreement shall have the power or right to assign their interest herein to any person, firm, or corporation without first securing the written consent of the other party and any such assignment so made without such consent shall be null and void.

ARTICLE XVI

MANNING

The Owner shall at all times man the vessel with personnel competent to perform the tasks assigned to them.

ARTICLE XVII

SAFETY AT SEA

~~Operation of the vessel and the safety of it, and the personnel aboard it, are and shall remain the sole and complete responsibility of the Owner and the Captain of the vessel.~~

ARTICLE XVIII

SCHEDULING AND ROUTING

The Charterer's authorized representative shall determine sailing times, destinations, and intermediate stops for all voyages subject to the provisions of Article XVII, Safety at Sea. The vessel's Captain will route the voyages to accommodate the requirements of the Charterer by the most direct routes available, taking into consideration the safety of the vessel and its personnel.

ARTICLE XIX

TERMINATION

If the Charterer exercises the right to terminate the Charter Party under Article 14, Termination, of the General Provisions, it is agreed that such termination will be effective only after the vessel is returned to the Port of San Diego, California, and redelivered to the Owner. Notwithstanding the termination of the Charter Party under the said Article 14, Termination, of the General Provisions, the Charterer shall pay the cost of the survey pursuant to Charter Party Article X, Cost of Surveys, and for the reconversion costs pursuant to Charter Party Article V, Condition of Vessel and Survey.

ARTICLE XX

GENERAL PROVISIONS

The attached General Provisions, consisting of Articles 1 through 56 on 56 pages, are incorporated into this agreement for all purposes.

It is agreed that Owner shall have no responsibility for the breach of Articles 47, 48, 49, and 50 of the General Provisions by personnel placed aboard the vessel by Charterer.

In the General Provisions, wherever the word "Subcontractor" appears, it shall mean "Owner" and wherever the word "Contractor" appears, it shall mean "Charterer."

ARTICLE XXI

CAPTIONS

The captions of the articles of this Charter Party are for convenience only and shall not be construed as in any way limiting, altering, or modifying the provision hereof.

PRIVACY ACT MATERIAL REMOVED

PRIORITY

MARK UPTO

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INFO RUEOHZZ/BNL BROOKHAVEN UPTON NY
RHEGNNV/USDOE LAS VEGAS NV
RUHNDNA/USDOE PASO NICKAM AFB HI
AM
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UNCLAS NOWWD
ROGER RAY SENDS TO DR. WALTER MEYER (EV); INFO DR RA.A. CONARD/BAL;
INFO AND CH. COUNSEL/NV; W. STANLEY/PASO.

MEDICAL SURVEILLANCE OF BIKINI WORKERS.
WHILE I WAS AT MAJURO LAST WEEK, THE DISTRICT ATTORNEY ASKED TO
DISCUSS THE SUBJECT OF NON-BIKINIANS WHO HAVE LIVED AND WORKED ON
BIKINI - SOME FOR SEVERAL YEARS. THESE MEN, WHO HAVE BEEN EMPLOYED
BY THE DISTRICT (AS AGRICULTURISTS, FOR EXAMPLE) WILL NO LONGER
HAVE EMPLOYMENT AFTER THE BIKINI EXODUS AND THUS WILL RETURN TO THEIR
HOME ATOLLS. THEY ANTICIPATE THAT THERE WILL BE SOME MEDICAL FOLLOW-
UPS OF THE BIKINIANS AND WONDER IF THEY WILL BE INCLUDED.
I TOLD THE D.A. THAT THE FOLLOW-UP SURVEILLANCE OF THE BIKINI

PAGE 2 RUHNDNA0783 UNCLAS

PEOPLE HAD NOT YET BEEN DESIGNED IN DETAIL BUT THAT I AM CONFIDENT
IT WILL NOT MAKE A GENEALOGICAL DISTINCTION BETWEEN OR AMONG THOSE
WHO HAVE BEEN RESIDENT OF BIKINI FOR SIGNIFICANT PERIODS. I
DID SUGGEST THAT LOGISTICS AND KEEPING TRACK OF PEOPLE WILL BE DIFF-
FICULT AND THAT WE MAY HAVE TO RELY UPON THE DISTRICT ADMINISTRATION
TO HELP WITH THAT.

LATER IN THE DAY, THE D.A. TOLD ME THAT THREE OF THE ABOVE MEN-
TIONED MEN HAD ASKED TO TALK WITH ME. OF COURSE I SAID YES, AND
THAT AFTERNOON (7/24) MET WITH:

- FROM MALOELAP
- FROM NAMU
- FROM JALUIT

WAS THE SPOKESMAN. ALSO PRESENT WERE JIM WINN, DIST ATTY AND
HARRY BROWN.

I REPEATED WHAT I HAD EARLIER SAID TO JIM WINN, I.E. WE DO NOT
EXPECT ANY MEDICAL PROBLEMS AS A RESULT OF THE BIKINI EXPOSURES;
FOLLOW-UP SURVEILLANCE OF BIKINIANS HAS NOT YET BEEN PLANNED IN DE-
TAIL. BUT WHATEVER PROGRAM IS ADOPTED I AM SURE THAT ALL PEOPLE WHO
HAVE RESIDED ON BIKINI WILL BE CONSIDERED EQUALLY.

ASKED IF HE AND THE OTHERS COULD RETURN TO THEIR HOME ISLANDS

*not only had it "not yet been planned
in detail" - it had not even
been approved. by DOE*

3052100

PRIVACY ACT MATERIAL REMOVED

These are
Knudsen's letters
they document it
File: (1) Roger Rofong standing
(2) Logistical support
memo of Jan 25, 1980
with R.R.
interference with
the BOWL program

Memo to Dr. Conrad
from K. Knudsen
re.: The reporter incidence.

1.: The Global "Hourglass" reporter.

In the wake of all the bad publicity that hit the newsstand here via the syndicated columnists, the editor of Hourglass approached me and asked for information on our program. Hourglass may not be nationally known but it is read by everybody here and on Oahu where a majority of our clients live.

Following this she asked to send a representative along on a trip to give some first-hand information on how the program was working in the field.

The request, with a list of Mr. Cataldo's credentials was forwarded to BNL, and Mr. Cataldo, or another reporter, was placed on the manifest for the trip forwarded to ERDA's Honolulu office.

Mrs. Cataldo also requested an opportunity to interview Dr. Conrad during his September visit on the island.

More than a month later, literally on the eve of our departure we get a phone call from Honolulu informing me that Mr. Ray has vetoed the participation of the Hourglass reporter.

Whether Mr. Cataldo can go along or not is itself a trivial issue relative to our mission here. Also, there is no personal commitment on my side. He was all the time aware that participation depended on BNL approval. I hardly knew the Cataldos prior to this; I have since come to know them as gentle, generous people. I know it would have been a pleasure to have Mr. Cataldo along.

The timing, and the background of the refusal, however, raises serious questions. In the interest of the future of our program I believe it would be unwise to drop the issue at this point.

2.: The German reporters:

On or about Sept. 6th I was informed by the ERDA Honolulu office that two German reporters had requested passage on our LCU during the medical survey. I asked whether the request had any relevance to the ERDA program, and was told that they had no information about the gentlemen, and it was entirely up to me whether or not I wanted them along. I told them that my answer was no.

On Sept. 13 or 14 I had a long distance call from Mr. Ray, telling me that the reporters had brought their request on to him. I told him that my answer was still no, and to tell them that there was no room for them on my trip.

The following morning I got the information through you that Mr. E. Cataldo's participation was vetoed with the justification that it was not in the interest of the program. I would not be permitted to have them along.

5052405

the reporter incidence)

-2-

I have still no information about these reporters: name, affiliation, credentials, sponsors for this particular mission.

From the context it looks as though Mr. Ray has made the disposition and committed us to take them along.

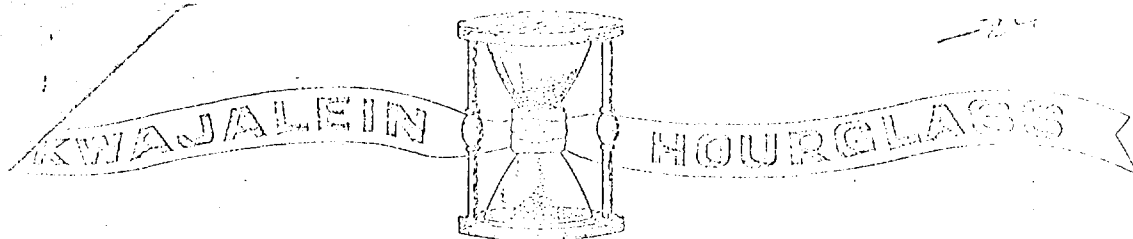
It is my understanding of our position that we are responsible for this program and answerable to Erda in Washington. The obligation of Mr. Ray and his office is to provide logistic support in the cases when this is more efficiently done through them than through BNL directly.

However, we have repeated incidences, more serious than this when ~~Mr. Ray has interfered in the policymaking and directly interfered in the execution of our program.~~ *note* *Very* *Imp* *F* It would clear the air if once and for all we could establish acceptable guidelines for the PASO involvement.

The refusal to Mr. Cataldo from Mr. Ray is a clear infringement on BNL's prerogatives, and should not pass unopposed.

Indiscreteness is in my opinion not the hallmark of great persons. Mr. Ray's action can hardly be given any other interpretation.

His judgement is also to be questioned if he feels that unknown German reporters should be given preference to one who represents the publication of our host here on Kojalein.



P. O. Box 209
Kwajalein, Marshall Islands

Dr. Knud Knudsen
P. O. Box 1703
Kwajalein, Marshall Islands

Dear Dr. Knudsen:

This letter is to request permission for Fortunato F. Cataldo to accompany you on your next trip on the ERDA vessel, for the purpose of writing a series of articles for publication in the HourGlass, the daily newspaper published at Kwajalein Missile Range.

The ERDA Mission in Micronesia is of interest to all Americans, and particularly to those of us who live and work in Micronesia. If it were possible for me to go, I would jump at the chance. As you know, my particular interest during my five years at Kwajalein Missile Range has been to write articles which further the exchange of knowledge and understanding between Micronesians and Americans. However, I cannot be absent from my duties as Associate Editor of the HourGlass for that period, and so my husband has volunteered to go and observe in my place. He has had several articles published in the HourGlass, and also was the author and furnished the photographs for an article called "Exploring the Sunken Japanese Fleet in Truk Lagoon," which was published in Dive Magazine in August, 1970.

It is my intent to interview and write an article about the ERDA staff members who will be coming to Kwajalein in September, and to follow up with Frank's articles and pictures showing your work on a people-to-people basis.

Of course, I will be happy to supply you with extra copies of all issues of the HourGlass in which these articles appear.

I hope it will be possible for Frank to accompany you and record your work in pictures and words. It seems to me to be a once-in-a-lifetime opportunity.

Sincerely,

A handwritten signature in cursive script that reads 'Patricia E. Cataldo'.

Patricia E. Cataldo
Associate Editor
HourGlass

*File: 2 English support memo
17 Jan 1980*

Kwajalein, Sept., 5, 1976

Dear Bob,

As you may have heard from Chris, the proverbial end-product has made contact with the equally proverbial air-moving equipment, to state it in Rathsvennes. I enclose some Xerox copies for your perusal. I see Kead had occasion to work with the ERDA-team. It is a pity he did not make better use of that occasion. He still puzzles me; I cannot truly believe that he was a conspirator who tried to get himself fired in order to be built up as the martyred hero; yet that is the most logical picture I get from all the bits and pieces. I prefer to think that he is a good guy who happened to run with the wrong crowd and was used for their purposes.

I have studied the Utirik letter in both versions with good people. It was obviously written in English and translated into Marshallese. A retranslation of the paragraphs about us, for instance, would run somewhat along these lines:

- a) The People of Utirik do not like Dr. Knudsen because he does not look after the people of Utirik, and he considers them as animals, only, and he does not treat them
- b) The People of Utirik do not like Dr. Conrad because he is a great liar in his talk and work, and he does not tell us these people all about the bomb poison so they can understand it.

It would take a lot more care to provide an authorized translation but this will for internal use. I thought for a while that the peace corps boy on Utirik had had a finger in the pie, but Roger Ray had never been to Utirik, and his name is unknown there. (At least, that is what Oscar Poltrum told me). The only two people who might suffer under the delusion that Roger Ray might be the policy-maker of our program are Kead, who unfortunately never came to KJ, and

actually (3) - Roger feels he is a moderate policy maker.

5052

George Allen

and his lawyer friend in Majuro. If I ever can
pin it to either of them, I am going to
take them to court and sue them for
libel. And I hope that goes for you.
Enough.

I got to Majuro last Monday by a narrow
margin. The Mike flight was closed, and I was
writing on a letter to you when they called and offered me a seat with less
than an hour to spare. I am glad I made it. The Micronite hit the street
with the glorious news about plutonium and guinea-pigs while I was there.
There is nothing wrong with their timing, although this must have been
fortuitous.

- .. I saw Oscar and Bina about getting urine for Pu analysis from the returning
Bikinians. They were not in Majuro (the Bikinians, that is) but had good luck
to Nili. Oscar offered to take me there in October if there is no field trip
at that time, And Bina said he would ask the council and George Allen for
permission for me to go.
2. Ataji had been to Oscar, complaining that he had removed vital medicines from
the Ebayo trailer. This requires a somewhat lengthy comment. When I told
Korrod he had broken his promise to me by disposing of that trailer before
I came, he responded that he could kick them out again. I told him not to do
it; I would handle the problem my way. He must have gone ahead and done it
anyway because the trailer was vacated when I came back after asking sure he
was on the plane. What he told them I do not know but no vital medicines were
removed by me; and in fact the refrigerator is jammed with their vaccines

PRIVACY ACT MATERIAL REMOVED

-3-
which is fine for the time being but may create problems later on when we store reagents and blood and urine samples there. We shall have worked out a solution by then. I do not know who had sent _____ to Cacao. I saw him at Mama Bing's and had a glass of ice tea with him. He said nothing to me. And I see the public health people every day and have had no comment from them.

3. _____ is in Majuro hospital with his long standing complaints of weakness and general fatigue. Isaac Loni is treating him. He is on his way back to Kili to stake his claim for a part of the millions that are expected to flow in that direction. He had no Synthroid. Ruth Harris was out of the .2 mg. size, so I prescribed 1/2 of the green tablet to be given to him daily.

_____ is still in hospital. She asked for a "breathing machine" that she had used in Cleveland. Was that some kind of a positive end pressure breathing device? Ethel Cooling will get a sputum sample and send with Fabio.

_____ is still in Majuro hospital, his festering sores nearly healed.

I also saw _____ and _____ and got samples from all of them. _____ is due with baby #9 any day. She was pleasant and helpful as

-3-

which is fine for the time being but may create problems later on when we store reagents and blood and urine samples there. We shall have worked out a solution by then. I do not know who had sent _____ to Cagar. I saw him at Mama Bing's and had a glass of ice tea with him. He said nothing to me. And I see the public health people every day and have had no comment from them.

3. _____ is in Majuro hospital with his long standing complaints of weakness and general fatigue. Isaac Lenei is treating him. He is on his way back to Kili to stake his claim for a part of the millions that are expected to flow in that direction. He had no Synthoid. Ruth Harris was out of the 12 mg size, so I prescribed 1/2 of the green tablet to be given to him daily.

_____ is still in hospital. She asked for a "breathing machine" that she had used in Cleveland. Was that some kind of a positive end pressure breathing device? Ethel Gooling will get a spasm sample and send with Solio.

_____ is still in Majuro hospital, his festering sores nearly healed. I also saw _____ and _____ and got samples from all of them. _____ is due with baby #9 any day. She was pleasant and helpful as always.

_____ was still in hospital, waiting for result of the cone biopsy.

_____ was in hospital with respiratory distress but in good shape when I saw him.

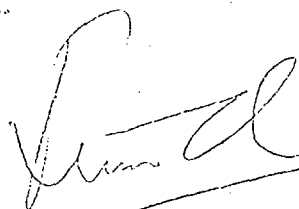
4. _____ was in Majuro. He was operated at Tripler for Cancer of the thyroid, and is due back there for a check in November. His parents, _____ and _____ were also there, greeting me like a long lost friend and not like a despicable animal torturer. I don't think they understand what they are doing when they put their name on a piece of paper; and at least I recall _____ name among the signatures.

PRIVACY ACT MATERIAL REMOVED

bye when we return in October. I spoke to Ezra about the serologies. We must wait before we start massive treatment, and in the meantime I shall complete the questionnaires. had yaws himself as a boy and has exact information about symptoms, time and nature of treatment, and he claims his serology is still positive. He was willing to donate some serum for the Atlanta people to work on. Are they interested? Please call them and ask, and also note it if they want some special handling of the samples.

That completes this week's issue. If Kerner applies for a TT job, please do not interfere. Whatever his motives are or were, they need medical care there. If TT can live with him, so can I. It won't be a cordial estimate but as far as the work goes, I shall cooperate with him.

Greetings from both of us to all of you.



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5052-13

K R 3

Mr. William B. Hills, Director
United States Atomic Energy Commission,
Pacific Area Support Office
P.O. Box 9136
Honolulu, Hawaii 96820

Kuj. 7/3/74

Dear Bill,

We are still waiting for a ship to Rongelap. It means that the excursion with the LCU as planned is out. Provided that we get off this week I suggest that the LCU picks us up on the way to Eniwetok and we fly home from there. It is the only way I can see to get the Boston whaler delivered.

If we can't get off this week, time will be too short even for that alternative. I shall then have to go on a T1 ship both ways and you must find another way to get a boat for the Eniwetok group; I need the whaler when I am on Rongelap.

need/
Assuming we join the LCU to Eniwetok, we travel orders for Liv and myself on the plane Eniwetok - Kwajalein on 7/24.

We have made plans for our return this fall, and it may be wise to make the reservations early. We shall need travel orders for Liv and myself from Kwajalein to Honolulu on 10/25. I shall return to Kwajalein on 11/1. We shall spend some time in Hawaii with the Stresemans' and they will make the arrangements for us in Hawaii and decide on which flight Liv should take to the mainland.

I shall leave the islands here after the November survey. I either join Dr. Conrad on his return trip or if he has other plans, I need travel orders to leave here 12/10, and reservation Home - N.Y. on 12/12.

/Rongelap/
I am upset about this mess our current schedule is in. I have been living like this for two years, and I hoped the LCU should be a relief. Instead, so far it has only compounded my problems of scheduling. Unless the situation improves considerably during this first year of operation, my inclination will be to terminate the deal and look for another solution to our transportation problem.

I enclose a letter from Jack Tobin who keeps me informed of Yap Islander's whereabouts. By latest dispatch I hope we get under way about 7/13. If it gets any later I have to give up on coordinating the trip with the LCU schedule.

I send a list of expenses for the trip to Eniwetok.

Best regards from

[Signature]

5052474

Kwajalein 7/14/74

Dear Bob,

I have to register disappointment and dissatisfaction with the scheduling of the ICU. I came out here with a specific promise from you and Gene that you should do your best to improve transportation. Now we have the ship and it has not been assigned to me until September, shortly before I was supposed to leave. You also know that I consider next year's schedule inadequate.

Bill Mills and Bill Strommen did go out of their way to squeeze me in on the July calendar but they could only make one week available, and in itself this was insufficient. I had hoped to utilize it by tying it in with the field trip visit, going by TT ship to Rongelap and have the ICU pick me up there and take me home via Utrik. However, TT as usual did not go when they said they would go, and in the end I had to cancel all the arrangements for the ICU and rely on TT ship both for coming and going. There is no reasonable chance of getting to Utrik under those circumstances.

Yap Islander is further delayed. My itinerary now, for whatever it is worth, is to leave for Rongelap on 7/20 and be picked up by Yap Islander again on its return trip from Ujae. And while I waste my time having to put up with TT efficiency, I have the insult added to humiliation of watching our ICU at dock, waiting to be outfitted for another expedition with Lawrence Lab. I can't help taking it as a personal affront and downgrading of the work I am doing. I don't understand why we have to settle for the crumbs.

I went to Majuro. gets physiotherapy, and John will give her a penicillin treatment. I see her serology in 1954 was negative. Was TPI done this time? I forgot to bring her picture and shall take it along next time. The patients are all doing well.

Samson is in Majuro for 6 weeks. He said you had told him I would take ID card pictures. If you have asked me to do that, it has not registered. is fine.

Enjo Elanjo was helping Reed with the diabetes survey. He is a practical nurse. I shall get the name of the dental assistants from John. We have had a 4-day weekend to celebrate Microscopic Day.

Please review Pap smears of . Our March report was negative, yet Majuro claims to have a biopsy labelled as CL. V. She is on Rongelap now and I shall bring her back.

I have made a list of Rapscreens that should be repeated and will do them in September.

PRIVACY ACT MATERIAL REMOVED

-2-

is frustrating. We had a positive Papanear on her a year ago. I sent her to Majuro and thought she was operated. I found out during the diabetes survey in February that I was wrong. I inquired in Majuro. They had done a biopsy, got a positive result, said they had sent her home while waiting for the answer; tried to recall her, but no result. Nelson is here, and I have solicited his help in convincing her she should go for her own good. But she has decided not to go unless I pay her a per diem. I think money is the root of all evil, if I may coin a phrase.

I think we shall have the clinic trailer ready by September. The final drawings are being drafted now. When will the x-ray equipment be here? And what are the exact specifications and dimensions on the equipment. Will the trailer be high enough to get it in, or do we have to modify the ceiling.

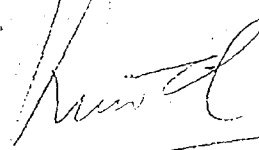
I don't think we should take any boardaggers along in September. The schedule is too hectic, and I am not in the mood to put up with it. Please postpone those invitations till November when we have more leisurely schedules.

The trailers for Ebeye won't be there until the end of the year the way things look now. Definitely not by September, probably not before I leave. The Majuro trailer is in good shape. The hospital uses it for their well-baby clinic.

I return a bill you sent me a couple of weeks ago. It is not mine, I apologize for not returning it right away.

I look forward to getting your itinerary for September. Giving my regards to Peter and Bill, it will be good having them here again.

Yours



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5052:10

BROOKHAVEN NATIONAL LABORATORY

M E M O R A N D U M

DATE: March 19, 1980

TO: V. Bond M.D. Ph.D.

FROM: Hugh Pratt M.D.

SUBJECT: Meeting in Washington D.C. on March 20, 1980

REPOSITORY Brookhaven Nat LabCOLLECTION MEDICAL Dept RecordsBOX No. UNKFOLDER Binder Entitled "Brookhaven NationalLaboratory LogisticPlanning & SupportingPosition, Papers, Etc For Dr. V.Bond

Dear Vic,

I am sorry that these administrative problems concerning the BOND Marshall Island Study have escalated to the point where they require your MARCH appearance at the Department of Energy to present the Brookhaven National 18, 1980. Laboratory position. I especially regret that this meeting comes hard on the heels of your long, and I am sure tiring trip to Japan.

We have attempted to present all of the required documentation concerning the critical elements of the logistic/programmatic conflict. Please don't be alarmed by the volume of this collection of documents. I have highlighted in yellow those statements that I feel are critical to our position. However, I don't want to leave you open to the charge that they are quoted "out of context" - so the whole document is included. In addition, we have color-coded the critical documents in the following manner.

COLOR

- A. ● ORANGE Ship - qualifications, operational characteristics, contract negotiations - controlling impact on medical progress.
- B. ● BLACK Nevada Operations Office (Roger Ray R.R.) - documentation of problems with R.R. - going all the way back to Knud Knudsen's letters (Tab 19).
- C. ● BROWN Harry Brown - Harry's direct impact on the medical protocol.
- D. ● GREEN Pacific Area Support Office (PASO) - (Bill Stanley B.S.) - PASO's position in regard to the medical program.
- E. ● BLUE Statement/Meeting at Department of Energy Headquarters (Bruce Wachholz) documentary - the inadequacies of the vessel.

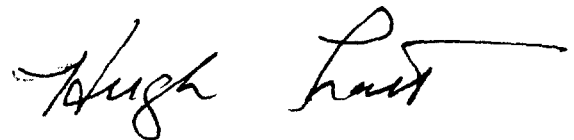
5052335

Since all of the logistic planning documents have evolved from our basic position papers, we have included those papers at the end of the briefing file (see Part II) for reference, if you need them. My last experience at Department of Energy has indicated that they are almost universally unable to find these documents, therefore they don't understand our logistic needs, based upon the programmatic needs.

I will be in the office all day Thursday, should you need any clarification. I have a duplicate of your briefing file, if you need a reference that you cannot locate.

Thanks again for your support. I hope that this is the last battle of this "skirmish".

Good hunting!

A handwritten signature in black ink, appearing to read "Hugh Hunt". The signature is written in a cursive style with a long horizontal line extending from the end.

5052336

Position Paper for Presentation at the Ship User's Conference To Be Held
At The Nevada Operations Office, Las Vegas on March 28, 1980.

In response to Harry Brown's message of 14 March 1980 inviting us to attend the Likatanur II user's planning group meeting at the Nevada Operations Office, Las Vegas on Friday, March 28, 1980, we would like to present the following observations and recommendations. Mr. Brown has stressed the point that it is "imperative that logistic support be given a sharply refocused review" at this meeting, in light of the completion of the Eniwetok clean up and the cessation of MAC Air Service to that atoll.

In addition to a request for a comprehensive review of the new logistic support options, three specific agenda items were cited. They were:

1. Future of current Marshall Islands programs and proposed, new or expanded missions;
2. Future of Likatanur II beyond September 1980;
3. Modifications of Likatanur II.

We would like to respond to questions 2 and 3 first, since they have a direct and controlling impact on question 1.

It is the considered opinion of the Brookhaven National Laboratory medical group (documented by multiple trip reports, position papers, memoranda and conferences at the Department of Energy, etc.) that we do not consider the Likatanur II adequate support for the minimum current medical mission. Even with the Coast Guard waiver for the forthcoming medical survey in May-June of 1980, the constraints imposed upon the medical group by inadequate berthing, storage, and working spaces has reduced the desired medical team by 33%. Consequently, the survey will need to be extended, in time, 33%. This imposes

5052337

serious problems in voluntary physician recruitment. The ship contract specifically limits the scientific party to twelve people, even though U.S. Oceanography and PASO were informed prior to the initial contract signing that we would need at least eighteen habitable bunks for the scientific party. The inadequacies of this ship have been a matter of record for over a year, yet the Department of Energy ship procurement group have ignored our repeated requests for a meeting to resolve this very important matter.

This ship is essentially a shallow draft, round bottom vessel. It is a converted Navy garbage scow, designed for harbor and off-shore work. The roll, pitch and yaw characteristics of this vessel in the normal open ocean Marshall Island winter oceanographic conditions are such that the vessel becomes almost uninhabitable. The most recent and dramatic demonstration of the unsuitability of this vessel occurred during the recent whole-body counting trip to Ujelang. Tony Greenhouse, was the scientific trip leader, Roger Ray was the Department of Energy leader. Mr. Greenhouse's description of the trip from Ujelang to Eniwetok is a graphic description of characteristics of this vessel. He states that although they were not in a storm, the trip "had to be the roughest voyage in my recollection." Two very serious problems developed during what should have been about 120 miles of routine open-ocean steaming. Tony states that the pitching of the vessel was so violent that the scientific party voluntarily restricted themselves to their bunks in the scientific berthing area. He states that they had to "hold on to the bunk rails to prevent being thrown from their bunks." "Everyone was seasick." On one occasion he had to leave his bunk but found that walking about 40' to the head was precarious. Because of this they just "stayed put." During this period, Tony states that the ship was making about 2 knots for a

5052338

*managing, both speed & fuel
a "support vessel"*

significant period of time, the ship arrived 6 hours late at Eniwetok. As confirmation of the violence of the ship's motion the heavy steel "A" frame supporting the boom of the 30 ton crane was apparently bent and broken. In addition, the heavy steel channel iron box frame which was bolted to the deck and to the boom was so badly battered that it was bent "about a foot" in the middle. Should that boom have broken loose, it would have presented a very serious emergency. The Department of Energy representatives, as usual, were quartered behind the bridge, in an area much less affected by this type of pounding from the pitching of the hull running into head seas.

Of even more concern to me is the fact that a pregnant Marshallese lady, who was overdue, was allowed to come aboard the vessel during that violent passage. I assume that permission for her transport as a passenger was given by ~~the~~ DOE leader. I have personal experience with the difficulties and the dangers of delivering a child at sea. (See my trip report of a year ago.) On that occasion, we transported a pregnant lady who was toxemic (this is a bona fide obstetrical emergency that threatens the life of the mother and the child, usually within hours). This was done as a calculated risk. We had aboard the ship a certified obstetrician and we were running with the waves in moderate seas. Nevertheless, most of the medical staff including the OB specialist and the nurse were so seasick they were essentially nonfunctional. John Iaman, the Marshallese physician, delivered the baby and then became seasick himself. Thereafter, I sat with the patient, checking for postpartum hemorrhage, luckily no complications ensued. The decision to subject this Ujelang patient to the violence of the return trip to Eniwetok was in my medical judgment a much greater risk than if she had remained at Ujelang, I understand the health aide was with her, as was her husband, but the graphic description of the violence of the ships movements given by Mr. Greenhouse

5052339

would seriously reduce their utility. If the patient and/or the child had died at sea aboard an inadequate DOE vessel, I am afraid a very serious law suite could have developed. I have made this point repeatedly over the last year. How long will Brookhaven National Laboratory be required to operate with a vessel that is inadequate and on occasions/dangerous/under existing sea states?

The answer to question 2 and 3 is therefore clear. We do not and will not consider the Liktanur II adequate for the medical missions. Question 3, referring to "modifications" of Liktanur II is unclear. In my discussions with Roger Ray, I was informed that hold #3 was being considered as a new living area. I believe this area is currently the machine shop and tankage. Supposedly they could be moved elsewhere. That modification would in no way change the hull motion in normal winter seas. It would just allow more room for berthing the incapacitated scientific party. An additional rumor I heard is that the DOE is considering cutting the ship in two, and adding an additional 20' to the hull length. This procedure would increase the current length by about 17%. From an economic standpoint, this presents some very unpalatable alternatives. They are: 1) such a major hull modification is very costly and time consuming. I assume that both the time, and at least part of the labor and the material costs of this major alteration would be underwritten by DOE, escalating even further, the expense of this particular vessel. It seems analagous to leasing a Volkswagon beetle to use as an ambulance and then converting it into a limousine in the last third of its contract period, only to return the enhanced VW to its rightful owner. I seriously question the wisdom of this option. 2) I would assume that the elongated Liktanur II would cost more, both on the standard per annum rate plus the added fuel to push 17% greater wetted surface through the water

5052340

(increasing water resistance with decreasing speed at a given thrust (horsepower)). I hope they are not considering changing the propulsion system, that could be prohibitively expensive.

In addition to the economic contraindications, there are several possible marine engineering aspects that must be considered. This ship has been extensively modified from its design function as a garbage scow. The changes in stability and hull dynamics by covering the garbage holds, plus the addition of the 30 ton crane at deck level have altered the kinetics of the hull, especially as it pounds into head seas. The heavy boom of the crane, with violent pitching, induces a secondary hull vibration of an oscillating nature that could lead to metal fatigue in the hull. These secondary oscillations are very powerful and shake the entire ship. A careful study of the changes in the hull's dynamics will be necessary. For example the new hull section will probably change the center of bouyancy and/or center of gravity and will have an unknown affect on the inherent stability of the new hull configuration. I would assume that the addition of the essentially empty 17% of the hull would raise the center of bouyancy and therefore decrease the basic stability of the hull, unless that section were ballasted to its original center of bouyancy. Liberty ships that had essentially the same type of expedient reconfiguration during World War II, to increase their cargo capacity, had a bad reputation for breaking apart, frequently at the site of the welded sections. To prevent this, it would be extremely expensive to x-ray the entire length of all new welded seams to insure their structural integrity.

In conclusion, the basic ship is inadequate and I would have even greater reservations about the ship if hull modifications were considered. I would suggest that the procurement group admit that the ship was a bad choice initially and not throw good money after bad. Our budget cannot stand such crisis

5052301

procurement especially in face of the impending austerity. I hope this will clarify our position on questions 2 and 3.

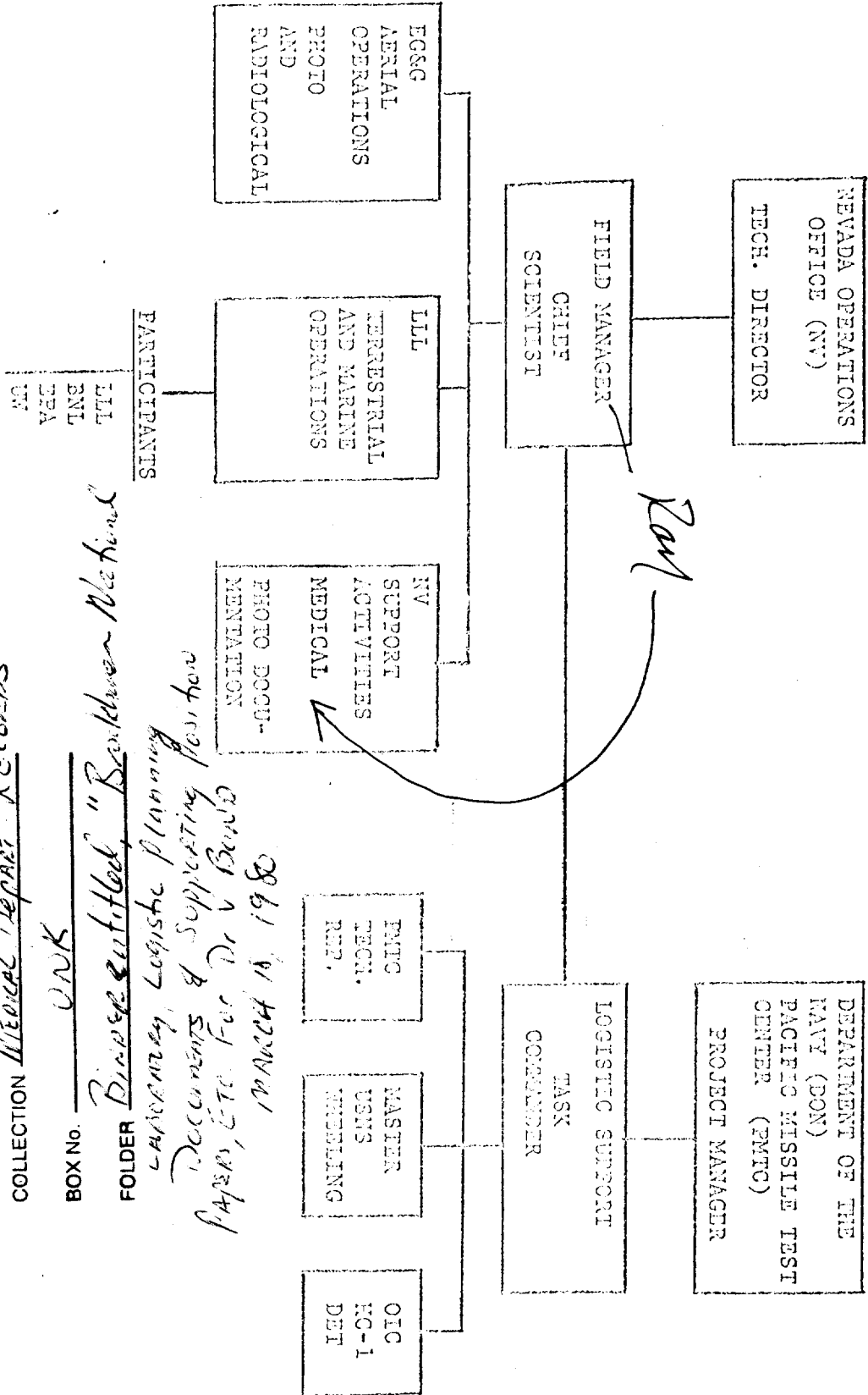
As to question 1, "the future of current Marshall Island Programs and proposed newer expanded missions" our position papers of December 1978 and the updated position papers of 1979 and 1980 clearly state BNL's positions for each increment of expansion. The medical program is essentially a screening program. As such, it has unique structural and architectural requirements, unlike most other health care facilities. We have a large file of what those requirements are and we would be delighted to discuss those plans in depth with the projected construction facilities or engineers. As we have stated repeatedly in the past, we would ultimately desire fixed examination sites on each of the islands, designated as our responsibility by the DOE. Transportation to and from these islands would best be handled by air transport and we have discussed with the PASO group, at length, the various options possible in this area. We know that the Marshall Islands government is actively interested in establishing STOL airstrips on each of the islands and we feel that some agreeable cooperative effort could be mounted to work synergistically for the good of the Marshallese people.

The details of the expansion for each of the possible atolls is discussed in detail in the appendicies. The details of the examination on each of these atolls will be dependent upon the clear definition of the role of the medical team as outlined by the DOE. This definition will in turn determine the frequency of the examination and the composition of the team. These variables will in turn determine the logistic requirements. When BNL receives an outline of the specific types of examinations and a clear definition of the intermittent/continuous medical care responsibilities we will be able to define much more clearly the required logistic elements.

5052542

NORTHERN MARSHALL ISLANDS RADIOLOGICAL SURVEY

FIELD OPERATIONS ORGANIZATION CHART



BNL Brookhaven National Laboratory

REPOSITORY

COLLECTION *Medical Depart Records*

BOX No.

UNK

FOLDER

Binoculars, "Brookhaven National"

Inventory, Logistic Planning

*Documents & Supporting Photos
Paper, Etc. For Dr. V. Bonds*

MARCH 1980

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5052343

BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

(516) 345-3568
FIS 6667

Medical Department

February 22, 1980

From Don B.
re: Logistics

Dr. Bruce Wachholz
Policy Analyst/Environmental
Office of Health and Environmental Research
EV-30, F-241
Department of Energy
Washington, D.C. 20545

BEST COPY AVAILABLE

Dear Bruce:

You have asked us to forward a description of our recommendations regarding logistic support for the Marshall Islands studies. In consultation with Vic Bond, Hugh Pratt, and Bob Aronson I have come up with the description and recommendations that follow.

In brief, we view a "logistic support system" for the Marshall Islands study to include the following:

- 1) Such a system provides logistic support to the program on request.
- 2) It is the responsibility of the BNL Marshall Islands study program director to identify and quantify the logistic elements necessary for support of the scientific missions.
- 3) The logistic support system and BNL should remain in close contact at all times to assure that the facilities provided by the system are the best available to support the scientific mission under existing fiscal and operating constraints. In particular, in light of the special needs of the medical surveys, chartering or modification of a ship (vessel) should be done in collaboration with the users, and the final charter should not be effected without approval of all parties.
- 4) The logistic support system is a "service system". It has a responsibility to respond to the users' needs. It should not initiate policy or procedures that change or modify research protocols without clearance by the scientific programs. In this context, itineraries specified in preplanning letters are considered parts of the research protocols.

Alterations in protocols made in the field should be by mutual agreement whenever possible. Remaining disagreements should be resolved by DOE Headquarters. When this is not feasible because of operational emergencies, time pressures, or other contingencies, the senior member of the medical team shall make the final decisions except that he shall defer to a Licensed Master of the vessel with regard to matters concerning

February 22, 1980
Wachholz/Borg

Page Two

personnel safety, seamanship, vessel's operation, navigation, vessel's policies and emergency procedures; and he shall defer to a DOE representative (if present) regarding emergency administrative or policy decisions.

As you know, we have been concerned for sometime regarding conflict and uncertainty over lines of authority and responsibility among Headquarters, BNL, NVOO, and PASO. This brief outline of our position leaves many gray areas that require further resolution. We recommend a joint meeting of ourselves and representatives of PASO with you to discuss these matters and to come to constructive and agreeable conclusions.

I know that the Marshall Islands program is, on the one hand, very important to EV and, on the other hand, a source of great difficulty in terms of both management and funding. We intend to do our best to provide the support you need in the field, and I feel that we are all working together on this very demanding task.

Very cordially yours,



Donald C. Borg, M.D.
Chairman

dst

cc Bond

5052345

PRIORITY

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TO EMERGILL/ELL/V ROBINSON/V MOSKIN/R BUDDHIEIER/
LIVERMORE CA

FOUO/HIN/USDOE BROOKHAVEN NATIONAL LAB//N PRATT

AND N GREENHOUSE/YAPHANK NY

RECEIVE/HINP COCONUT ISLAND/O CAPERON/

RECEIVE EAY HI

RECEIVE/USDOE/ROGER RAY AND PAT MCGILL/

LAS VEGAS NV

SUBPDC/U OF WASHINGTON/WM SCHELL AND ALYN

STANOUH/SEATTLE WA

RECEIVE/USDOE/JOHN DEYOUNG/AS TERN AND INTL

RECEIVE/WASHINGTON DC

RECEIVE/USDOE/JOE DEAL EV-123/GERMANTOWN MD

RECEIVE/USDOE/BRUCE WACHHOLZ EV-30/

GERMANTOWN MD

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Telex dated March 14 80

PAGE 2 RUHVAAA0957 UNCLAS NONMD

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UNCLAS NONMD

HARRY BROWN, EXECUTIVE SECRETARY, LUPG SENDS.

REF. A. OUR MSG DTG 070012Z MAR 80

B. OUR MSG DTG 112230Z MAR 80

RECENT DEVELOPMENTS MAKE IT NECESSARY TO CHANGE THE LIKTANUR
USERS PLANNING GROUP MEETING FROM MARCH 25 AT LIVERMORE TO MARCH 28
100 IN NEVADA OPERATIONS OFFICE (DOE), LAS VEGAS. WE ARE MOST SORRY
FOR THE INCONVENIENCE THIS MIGHT CAUSE YOU AND HOPE YOU WILL STILL
BE ABLE TO ATTEND.

THE MEETING WILL BE HELD AT 8:00AM AT THE DOE OPERATIONS OFFICE,
2750 SOUTH HIGHLAND, IN THE AUDITORIUM. YOUR POINT OF CONTACT
FOR HOTEL RESERVATIONS AND OTHER NEEDS IS MS. PAT MCGILL, PHONE
FIS 593-3385, COMMERCIAL A/C 702, 734-3385. REQUEST REPLY
AS SOON AS POSSIBLE.

END OF MSG. OP-132

BT

POTUEYUW RUHVAAA0957 0742012 0044-UUUU

RUHN

EVAN UP TO

2

5052347

U.S. DEPARTMENT OF ENERGY
memorandum

DATE: JAN 10 1980

REPLY TO: EV-30
ATTN OF:

SUBJECT: Trip Reports from Dr. Hugh Pratt, Brookhaven National Laboratory

TO: Roger Ray, NV00

Dr. Pratt has identified a number of concerns in his latest (i.e. September-October) trip report which bear upon responsibilities and/or actions of NV00/PASO. Similar comments have been made in other correspondence.

Since these issues are a part of the record, it would appear prudent to obtain NV00/PASO comment and/or clarification regarding them. For example, included among, but not limited to, these issues are the following:

1. The claimed lack of arrangements for meetings as requested in Dr. Pratt's letter of August 9, 1979, to Mr. Stanley. *Tab Index 3A+3B*
2. The radio announcement of reimbursement for travel, food and expenses of the BNL study group on other islands to Majuro *Tab Index 3C* Ebeye per Mr. Brown's authorization.
3. The basis for the \$27.00 per diem rate rather than the \$10.00 per diem rate. (How clearly has it been made to appropriate parties that this is not a new rate, and what actions are contemplated if the people refuse to accept the \$10.00 per diem rate in the future?)
4. Who initiated the \$10.00 per diem rate for whole body counting, Mr. Brown or Mr. Greenhouse, on what basis, and by whose authority? Mr. Brown did.
5. What if any alternatives were available to chartering a boat for \$2,125 for the transport of the Bikinians between Ejit and Majuro? *Tab Index 3D*
6. Did two medical exams cost the Department of Energy \$1,674 as claimed?
7. More importantly, presumably these and other matters were not discussed with Dr. Pratt while he was at PASO prior to his departure to the Marshall Islands. Inasmuch as these factors would affect the BNL staff, it would appear desirable that they be informed re these factors before arrival in the Marshall Islands.

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Roger Ray

- 2 -

I was under the impression that per diem arrangements were the responsibility of the PASO and not a responsibility of Dr. Pratt. Is this incorrect?

Any comments on these and other matters addressed in the BNL trip report would be appreciated.

Bruce
Bruce W. Wachholz, Ph.D.
Office of Health and
Environmental Research
Office of Environment

cc: M. Gates, HVOO
W. Stanley, PASO
H. Pratt, BNL
R. Clusen, DOE
H. Hollister, DOE
W. Burr, DOE
J. Blair, DOE

BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

(516) 345-3577

Medical Department

August 9, 1979

Mr. William J. Stanley, Director
U.S. Department of Energy
Pacific Area Support Office
P. O. Box 29939
Honolulu, Hawaii 96820

BEST COPY AVAILABLE

Dear Bill,

With regard to our forthcoming medical survey I would like to provide you with the following information concerning personnel and travel arrangements and also to request certain support from your office. As we discussed at Livermore, I am funneling all requests for either DOE, TT or Missile Range support through your office. The only exception is that I have requested Peter Neotis to go down to Majuro this week to line up the TT personnel that I hope will be able to participate. I think this can be best accomplished by first hand discussions. Peter will also make our hotel and auto rental reservations while he is in Majuro.

As you will note from the survey schedule (Enclosure #1) we plan to start examinations at Majuro on Monday, September 10th. ~~It~~ I would like to have a DOE representative join us for the full course of the survey. This is essential because the majority of the questions asked at these village meetings are of a non-medical nature and therefore can be better fielded by someone from your office.

I plan to meet with the people at each island we visit prior to the exams to outline the type of exam we will be offering and the reason for these exams. The meeting at Rongelap and Utirik offer no scheduling problems but the meeting I would like to hold on Majuro and Ebeye will require your help and the help of TT officials at these islands. An announcement could be made by radio stating the time and place of each meeting. Sunday afternoon or evening, September 9th at Majuro, and Sunday afternoon or evening, Sept. 16th at Ebeye, would allow us to talk with the people before the exams commence. At Majuro arrangements to bring the Bikini people living on Ejit over to Majuro both for the meeting and for exams during the week will require the help of Oscar deBraum. We would welcome all Rongelap, Utirik and Bikini people to these meetings. In addition, the islands of Rongelap and Utirik should be notified of our planned arrival date. During our stay in Majuro we will be able to perform 100 adult physical exams. These will include the following groups in this priority:

1. Rongelap and Utirik, exposed who have not had a full exam in January or May (Enclosure #4).

5052350

-2-

2. Rongelap unexposed, on our matching comparison list, who were unavailable in January or May (Enclosure #4)

3. Bikinians - i.e., those Bikinians with traditional land rights on Bikini that were evacuated in August 1978. The Trust Territory government should be able to furnish us with this list. The medical care for the remainder of the 600 - 800 people identified as Bikinians is still under discussion by the DOI and DOE. Transient, non-Bikiniian, workers who have spent a variable amount of time on Bikini are also under discussion at DOI and DOE.

We expect to ship to you about 15 boxes of medical equipment around August 27th. Some of these boxes will be designated for Majuro, the rest for Kwaj. The Majuro boxes will be needed at Majuro by September 6th. The Kwaj. boxes should be at Kwaj. by September 14th. We will contact Mr. Koga or Louise Sutton when we ship these supplies.

The following supplies, either purchased or borrowed from Kwaj. should be available for onloading at Kwaj. prior to our departure for the outer islands.

- 6 cases apples
- 6 cases oranges
- 20 cases diet cola
- 1000 lbs. rice, unpolished
- 360 (1 1/2 lbs) cans beef stew
- 240 cans Spam
- 120 cans baked beans (large)
- 2 ea. 100 lbs dough nut mix
- 25 ea. 2 lb. can shortening
- 18 cases powdered milk
- 200 lbs dry beans
- 4 ea. X-ray developer concn. (ea. to make 5 gal. working solution)
- 4 ea. X-ray fixer concn. (ea. to make 5 gal. working solution)
- 8 ea. mattresses
- 80 ea. single sheets
- 8 ea. pillows
- 16 pillow cases

We have been unable for the past two years to secure any 16 mm movies to show on the outer islands. These movies were a great source of pleasure to the people. Would you rent us 3 family type (comedy, western, etc.) movies along with a 16 mm projector with some spare parts? We would need this to take aboard Liktanur II on Sept. 21st. We would return these to Honolulu on Oct. 8th.

Enclosures #2 and #3 list the team personnel and the hotel and airline reservations which we are requesting.

We appreciate your help in these matters and I am looking forward to seeing you when I am in Honolulu next month.

Sincerely,

Y/T

(4)

Harry Brown's Announcement on Radio 8/22/79

This announcement is for the people of Rong and Utirik. The BNL med. Team is scheduled to provide Phy exams, dental & pediatric work on Maj, Ebeye, Rong & Utirik for those people who want to be examined and live on other Islands and also have been issued a BNL I.D card. You may want to come to Majuro or Ebeye on a field trip ship and see the Doctors. They will be on Majuro Sep 9-15, on Ebeye Sep 15-20. You will be reimbursed for the cost of your Travel, food and expenses while on Majuro and Ebeye. Again This announcement is for the Rong & Utirik people with BNL I.D cards who live on other Islands. Drs will be on Maj Sep 9-15 and Ebeye Sep 15-20.

NOTES: FROM BILL SCOTT: - Re: PRELIMINARY WORK
during his preliminary work at PRIOR TO THE SEPT-OCT '79
TRIP.
Majuro - Sept ① 1979 - see next page TOP

Thurs Sep 6th Hono → Majuro (Fri May)

2 hr Delay at Hono - Ld Hono 1000
arr: Maj 1400

Met by Peter + Sebio - Peter had our
2 vehicles and had loaded up our
boxes at Airport - We checked into
Gateway ~ 1500 - Unloaded Boxes from
Truck in front of Gyn Trailer.

There had been no work done shoring up
our floor as requested by Peter. Last
month and no work done on AC in
Gyn as also requested - Stopped at
Public works + got run around regarding
availability of plywood - They sent
a couple of men to work on AC -

Next we Tracked down Oscar who
was on his way to a meeting w/ President
Kabua - Needless to say he didn't cancel
This for us. We finally met with him

(2)

at 1700 - ~~Harry Brown had said nothing~~
~~to him. (or anyone as far as I can see) regarding~~
~~meeting on Sunday.~~ We felt about
all we could do in the time allotted
was try to set up a meeting with some
Island leaders - He said he would
set up a meeting at 1100 Tomorrow (Sat)
and bring together some people
from the Island - He asked us to
look up Carmean Bigler and see what
Harry Brown may have discussed with
her regarding any meeting -

We ~~later~~ found her a few
minutes later walking down the street.
She said Harry mentioned nothing about
a Sunday meeting - He did request
she broadcast over the radio an
announcement asking Rangitiri
people ~~from~~ with I.D. cards to come
in for examinations - This

(3)

Was directed to people living on other atolls (see copy of message). I know of only one family who is here now at Majuro as result of this announcement.

(father, mother (both I.D. people) and seven (7) children. He indicates there may be more people at Ebeye as a result of this announcement.

(5)

xi Sep 7th (sat morn)

started setting up Lab in A.M.

finally got 6 pieces of $\frac{3}{4}$ plywood -

Bob + Sebio put it down - met with

Oscar DeBruin, Reynold DeBruin, and

Joe (former PCV married to a Bikini lady

and a rep. of Bikini people, and Donald Matthews -

at this time no Rong. representative was

present - half way thru this meeting

President Kabua came in and joined us.

It was decided that we would go ahead

with a Sun meeting. Oscar suggested

we see Judy Knapp as she and her legal

group represented Rong + Bikini - Joe (Bikini)

suggested we go to EJit + Talk 2 Andrew

and Sukwa - Donald Matthews said he

would be available - President Kabua

asked about "unexposed" living on Rong, Utirik

and Bikini. Should they not be eligible for compens^{to}

(6)

thyroid operations. He asked also what plans were being made regarding The Likiep people. One of The problems we ran into is That "everyone" it seems is headed for Kwaj Tomorrow To join in The Eniwetok meeting.

We 1st located Judy Knapp (along The Highway again) She offered her meeting room at The legal services office and we decided a 3 PM Sunday meeting. She said she would be glad to be present - She would get some Kong. people.

We met Reynold DeBrum at 3:30 and he took us to E. J. It. He Translated and we met E. Andrew + Jukka. Andrew is heading for Kwaj Tomorrow also. They were agreeable for a 3 PM Sun. meeting so Reynold will pick them up at 2 PM and we will meet them at Co-op pier + take them to meeting.

Later in afternoon Willie (school teacher on Rong) dropped by The room. He Told me

(7)

That he and Isao had been elected by The
Rong people to represent them.

"in affairs between The doctors and lawyers."

Isao is also here on Maj and Willie will
inform him of Sunday meeting.

Wed Sep 8th (Sunday night)

Setup lab equipment, Clean Trailers

Report 1000 -

GOVERNMENT OF THE MARSHALL ISLANDS
DEPARTMENT OF RESOURCES & DEVELOPMENT

Date: 9/12/79

MS: Li-Takinal

Charge to: DOB

Date	Time Departure	Time Arrival	From	To
9/8/79	14:00	18:00	Home Port	Ejit Isl.
9/9/79	13:00	18:00	"	"
9/10/79	08:00	09:00	"	"
"	17:00	20:00	"	"
9/11/79	09:00	10:00	"	"
"	17:00	19:00	"	"
9/12/79	08:00	09:00	"	"
"	14:00	15:30	"	"

REMARKS: Li-Takinal Charter trips to Ejit Islands 5 Days @ \$350.00 per day, exclude crew member, \$350.00 x 5 days = \$1,750.00

Crew Members hours breakdown are as follow:

Date	Raynold de-Brum (\$5.00)	Lajuar Hax (2.50)
9/8/79	4 hrs. o/t @7.50 = \$30.00	4 hrs. o/t 63.75 = \$15.00
9/9	10 " o/t 7.50 = 75.00	5 " o/t 3.75 = 18.75
9/10	8 " Reg. 5.00 = 40.00	8 " Reg. 2.50 = 20.00
"	3 " o/t 15.00 = 22.50	3 " o/t 33.75 = 11.25
9/11	8 " Reg. 5.00 = 40.00	8 " Reg. 2.50 = 20.00
"	2 " o/t 7.50 = 15.00	2 " o/t 3.75 = 7.50
9/12	8 " Reg. 5.00 = 40.00	8 " Reg. 2.50 = 20.00
	\$262.50	\$112.50

Certify true and correct

by (DOB)

Li-Takinal Charter \$1,750.00

Raynold de-Brum \$262.50

Lajuar Hax \$112.50

Totals \$2,125.00

Prepared & Submitted

505236P

Enclosure 1

(COPY)

Officer in Charge
Marine Inspection
P. O. Box 3160
Honolulu, HI 96802

16710/LIKTANUR II
7 November 1979

Mr. C. E. Otterman
U. S. Oceanography
666 Prospect, Penthouse
Honolulu, HI 96813

Dear Sir:

The enclosed letter is in response to the Department of Energy inquiry regarding the status of LIKTANUR II, O.N. 572028 when performing the missions scheduled for 1980. As stated in the letter, it is my opinion that the vessel will not be used exclusively for oceanographic purposes.

Accordingly, LIKTANUR II will no longer be an "oceanographic research vessel" as defined in Section 441 of Title 46 United States Code and the designation of LIKTANUR II as an oceanographic research vessel in my letter of 17 April 1979 will be considered void.

A copy of this letter and enclosure is being mailed to your west coast address:

U. S. Oceanography
P. O. Box 81626
San Diego, California 92133

If you have any questions regarding the above, do not hesitate to contact this office.

Sincerely,

A. D. Utara
Commander, U. S. Coast Guard
Officer in Charge
Marine Inspection

Encl: (1) OCHI 30 Oct 79 ltr
to Dept. of Energy

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BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

Medical Department

(516) 345-3577
FIS 666

December 12, 1979

Bruce Wachholz, Ph.D.
Division of Biomedical
and Environmental Resources
US Department of Energy
Washington, D.C. 20545

Dear Bruce:

I appreciate your frank comments about my leadership as the principal investigator for the Marshall Islands Study for BNL over the last ten months. The primary problems seem to be procedural and the fact that I seem to "overreact" to administrative problems (to use a kind word). I feel this is a tremendous program with unique potential for quality work and growth; I am afraid I see red when someone fails to give it adequate support. I have thought a great deal about your comments for I value them. I thought I would try to respond to them in this letter. In going through my files, I have attempted to document for you the number of times with specific dates and quotes where I have attempted to get some action via the appropriate channels of the system (ie, headquarters -- Las Vegas -- PASO) without success. You mentioned that I should have contacted the Las Vegas office with these complaints. A review of the enclosures will reveal that I have been in constant contact with Roger Ray since shortly after I took the program over. He has failed to answer any of my complaints or to attempt to set up a problem solving meeting. As you can see, I have also had multiple correspondence and conversations with Bill Stanley and Harry Brown over the last year. I think it is obvious that I considered Bill Stanley a mediator up until a short time ago.

NOTE

After your appointment as coordinator I thought I made it clear that some very serious policy and procedural matters were brewing and I have repeatedly asked, over the last months for a meeting of all the principals so we could straighten these problems out. I sure as hell don't like to operate under these constraints, and I am equally sure DOE would like to solve them as soon as possible.

To be more specific and chronologic, I offer the following proof of my attempts to deal within the system. In my first trip report, two months after I took over the program, I detailed some serious operational, safety and administrative problems concerning the performance of Harry Brown (Enclosure 1 - January-February Trip Report). It is obvious from the length and detail of this report that I considered the ship's logistic support on that survey to be inadequate. I presented all of the observations and opinions, in writing, in a rough draft, to Mr. Stanley, Mr. Brown and Mr. Ray. I did this specifically to alert them to the problems, as I saw them, prior to the Users Conference that was scheduled for February 28, 1979, in Livermore, California.

1979

5052363

Bruce Wachholz, Ph.D.
December 12, 1979
Page two...

I anticipated that a very difficult administrative problem would develop during the Users Conference, since Mr. Otterman had been invited. I requested that the concerned DOE representatives have a preliminary meeting at Livermore, prior to the conference to attempt to resolve these problems, and not to use the conference itself as a forum for the discussion of the details of the survey. Unfortunately, we were unable to accomplish this. I can expand on why this was not accomplished, if necessary." I think this is the proper time and place to expand on why I was unable to meet with the DOE representatives prior to the February ship's Users conference. I checked into the Livermore Motel at 2:00 P.M., awaiting the DOE group. At 6:30 P.M., I had dinner and returned to my room. In the process, I checked at the desk for any messages -- they had none. I then went to my room and waited until 11:00 P.M., calling the desk repeatedly for any messages with no luck. Finally at 11, I went into the bar and found Chuck Otterman, Roger Ray, Bill Stanley, Harry Brown, Bill Robeson and Vic Noshkin having a great party. Roger Ray was so intoxicated it was impossible to converse with him, in fact, he could hardly stand up. I asked Bill Stanley if he wanted to convene the meeting -- he thought we ought to skip it! That is exactly what happened on my first attempt to follow the line of command and to proceed in an orderly manner.

The next attempt occurred on March 29, 1979, in Walter Weyzen's office in Germantown. Copies of my trip report had been sent throughout the Las Vegas - PASO administrative chain. Walter recognized the problems were severe and summoned Roger Ray and Bill Stanley to headquarters to discuss the discrepancies. Your DOE legal counsel was there. We met for three hours. I am sure Walter remembers the meeting well. Roger Ray stated that the ship cannon was probably some sort of signalling device. He said it seriously but none of the participants could believe he meant it. I am enclosing my letter of June 25 to Bill Stanley referring to that meeting (enclosure 2). As you re-read it, I think you can see that I was still trying to work within the system -- a copy went to Roger Ray.

You seem to indicate that the problems are "personality conflicts" between Roger Ray and myself. Do you know that Dr. K. Knudsen repeatedly complained to Dr. Conrad ^{TAB} that Roger Ray interfered in the program and he also insisted that Mr. Ray's position ¹⁹ be clarified concerning programmatic interference. On another occasion, Roger Ray kept Dr. Bond and Dr. Burr waiting several hours in Majuro in 1977, at the time of medical negotiations for expanded care. They cooled their heels while Mr. Ray negotiated medical policy with the Marshallese government. I am enclosing a copy of Dr. Knudsen's letter of resignation (which he never submitted) so that you can understand that this problem is not unique with me. Harry Brown is Mr. Ray's protegee; they act in unison...so I hold Mr. Ray responsible for Mr. Brown's transgressions. I use the word transgressions in the true sense ("exceeding of due bounds or limits") These acts were not just "goofs". They were calculated decisions of a reasonably intelligent man. Would you please call Walter and ask him his opinion of Mr. Ray? He told me that Mr. Ray frequently injected himself into areas that were not his concern and that Walter was "sick of it". I do not blame him. I treasure the support I received from Walter.

Now we get down to the crux of the matter. After attempting, repeatedly, to work through the system, I consciously took a course of action. I knew would get some results. My letters to Cdr. Utara and Gen. Gates were designed to produce exactly the results the acheived. I will be dilighted to discuss this set of actions with Ms. Clusen or anyone you feel is interested in the evolution of the problems.

5052364

Bruce Wachholz, Ph.D.
December 12, 1979
Page three...

The BNL Medical team has a number of goals; they are important to the Marshallese and to me, personally. I simply cannot sit by while Roger Ray's interference impedes this program, as long as I am principal investigator. As I mentioned in the hall, some thought might be given to turning the entire logistic package over to BNL. It makes a great deal of sense and would certainly solve this problem. We could handle our logistic support from BNL by hiring a full time man in Honolulu and another on Kwajalein. I have outstanding candidates for both positions. They have both told me they would like to come to work for the Marshall Islands Study at BNL and both are familiar with the program and the field operations. In reality, I don't think we can deny that this program is growing rapidly. The probability is 99%+ that Likiep will need to be picked up as a part of the study. When this happens, Ailuk and Mejit will, of course, be suspect. Then Wotje will need to be surveyed to find a clear perimeter. It then becomes apparent that the medical survey will require the full time support of an adequate vessel. I am sure that BNL could find such a vessel, given adequate funding. This ship should be obtained on full support contract, ie, crewed, supplied, etc.

I realize fully that other labs are working under DOE contract in the Pacific. I anticipate that with the completion of the work on Enewetak that there will be a significant reduction in the load on PASO. Could support be offered from Las Vegas, via contract with Holmes and Narver in Hono (as is currently the case) but with a significant reduction in overhead? I feel that LLL with Bill Robeson and Vic Noshkin are doing outstanding work, but I doubt if their role will expand as rapidly as the medical and whole body counting programs will grow. I do not know what their future plans are but again, this just emphasizes the need for a meeting of the principal investigators to discuss the scientific program -- to be followed by a logistic planning conference, to spell out, in detail, how we can assist each other. Bruce, I have been asking for just such a meeting since my initial consultant evaluation, prior to joining BNL. I have written about all of these problems, ad nauseum, since 1977 and asked for positive steps toward resolution. It therefore comes as somewhat of a surprise to hear that I have failed to keep DOE advised and that the "magnitude" of the problems have just emerged.

I agree with you completely that DOE - Las Vegas and PASO deserve their "day in court". But, I think that day should lead to a joint meeting where we can both present our documented evidence; we should not accept undocumented accusations or complaints. I hope this letter will reach you before the meeting of the week of December 17. I think there are some new perspectives that might not have surfaced in prior correspondence. Thanks again for hearing me out.

Sincerely,



Hugh S. Pratt, M.D.

6
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BROOKHAVEN NATIONAL LABORATORY

MEMORANDUM

DATE: March 22, 1979

TO: E. P. Cronkite
FROM: H. S. Pratt *H. S. Pratt*
SUBJECT: Summary of the Problems Encountered
in the January-February 1979 BNL
Marshall Island Medical Survey

As you requested at our meeting this morning, I have prepared a summary of some of the more serious deficiencies in the logistic support provided for the Marshall Island program during our recent survey. I feel the primary concern for BNL involves the safety of the scientific party and the administrative/public relations posture of the U.S. Oceanography (Lictanur Operator) in relation to the Department of Energy/BNL. In the area of maritime problems/ship safety, the following items were of particular importance:

1. There were no fire extinguishers in the medical berthing area.
2. Egress from the overcrowded medical berthing area led through a single, heavy, watertight hatch into the x-ray/laboratory area (a high hazard area - containing high voltage and flammable chemicals), up a ladder forward into the forecastle, and then aft onto the well deck. Since there is no outside ventilation provided to the berthing area, a fire in either hold number one or number two would have quickly led to asphyxiation of the scientific team.
3. The single, watertight hatch leading from hold number two to hold number one was heavy, and swung violently with pitching and rolling of the ship. There was no provision for securing this hatch in the open position until a jury-rigged line was attached to the adjacent bulkhead.
4. Throughout the entire cruise, no organized safety drill or instructions were given by the ship to the medical party. We were not informed as to where the life belts were stored nor how to use the life raft (many of the medical team were weak or non-swimmers).
5. The outboard passageways, both port and starboard on the main deck level, required climbing over a totally-exposed fore and aft ladder with no safety lines.
6. From the habitability standards, the enclosed pictures of the bunking areas demonstrate the extreme crowding. The bunk beneath the air conditioning unit was repeatedly drenched with cold water if the ship were rolling at all.

7. Because of the lack of adequate pilotage, the ship was steered over the reef approximately 200 yards south of the mouth of the Utirik Pass. Fortunately, due to extremely high tide and weather conditions, the ship was able to clear the reef without incident.

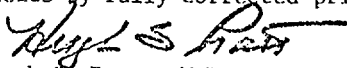
In the area of administration/public relations, two of the most distressing problems arose during the Rongelap Survey, they were:

1. The ship carried a cannon; a close replica of the old boarding cannon used on sailing ships to protect the gangway. This cannon was mounted just forward of the gangway on the starboard side. The cannon was fired twice on February 6th and again on the evening of February 7th. Following the firing on the 7th, a seven-year-old child on Rongelap stated that he was struck by a projectile from the cannon. Apparently, another child had thrown a rock at the time the cannon was fired, striking the boy in the back, and this was interpreted as the injury from the cannon blast. The cannon itself was loaded with tin foil and other non-hazardous material. The problems generated by this pseudo-bombardment of the island jeopardize the philosophy of the peaceful medical evaluation of the people of this island previously injured by the U.S. weapons test. Mr. Otterman (the owner of U.S. Oceanographies) made the decision to fire the cannon and the acceptance of this action by the Department of Energy's liaison representative, Mr. Brown, I am afraid seriously compromised the credibility of the survey, even though, apparently, no serious physical damage was done.

2. It was the decision of the medical team that we would begin a nutritional program aimed at reducing the amount of free sugar consumed in the islands. We, therefore, purposely refrained from handing out candies and other sugars. Contrary to this policy, the owner of the ship along with the DOE liaison representative went ashore and were passing out candy. It was difficult to explain to the people of Rongelap, as well as to the owner of the ship, the reasons for this medical decision. However, diabetes, exogenous obesity, and dental caries are probably the three most serious medical problems in these islands.

In conclusion, a complete review of the trip report will reveal that there were serious materiel deficiencies, as well as procedural difficulties, between the contractor and the medical survey team. I feel that prior to further utilization of this ship there should be a meeting to more closely coordinate the administrative effort so that these problems do not arise in the field, and that the material/safety deficiencies be fully corrected prior to any further utilization.

bwa


Hugh S. Pratt, M.D.
Director, Marshall Island Studies

TRIP REPORT

March 14, 1979

Mr. William Stanley
Director, PASO/DOE
P. O. Box 29939
Honolulu, Hawaii 96820

Dear Mr. Stanley:

Trip Report for the first 1979 medical survey of the Marshall Islands

Purpose: The medical surveillance and primary care of patients exposed to the 1954 nuclear accident and to a comparable control group on Rongelap. In addition, sick call was held whenever possible on Majuro, Ebeye, Rongelap and Utirik.

Schedule and Participants: Please see Table I

Logistic Support:

A number of serious problems were encountered in the services provided both by U.S. Oceanography and the DOE Coordinator. These problems involved errors of omission and commission. The problems will be categorized as follows: 1) charter/contract deficiencies; 2) maritime problems - ship safety/ship handling; 3) DOE/PASO liaison - administrative; 4) medical team problems.

As an introduction to this very complex set of interacting problems, I think a few initial comments would be of assistance. On my way to the Marshall Islands on January 11, 1979, I stopped by the DOE/PASO office in Honolulu for a conference with Mr. Stanley and Mr. Harry Brown concerning the forthcoming survey. At that time the ship was in harbor in Honolulu and at no time during that long meeting was I informed of any changes in the basic operation plans as previously outlined in San Diego. Even though at that time a number

5052368

of major operational changes had been instituted. On January 26th, Mr. Otterman and Harry Brown arrived in Kwajalein via MAC. I was requested by Mr. Brown to "keep the medical survey team away from the ship" for a period of three days due to the hazardous conditions posed by off-loading a large amount of equipment. On January 29th, Mr. Otterman, Mr. Brown and I met aboard the ship; at this time I was informed of major changes in the logistic support for the forthcoming survey.

1. Charter/Contract Deficiencies: During the initial contract negotiations in San Diego, Mr. Otterman presented a brochure outlining his proposed method of operation for transferring patients from ship to shore. I assumed since he was an experienced maritime contractor, that he had studied the charts carefully and knew of the existing oceanographic characteristics of the beaches he was attempting to approach. In essence, what he proposed was bringing the ship as close as possible to the shore, bow on, and then positioning a set of barges to provide a walk-on capability for the patients from the island. I informed him at the time that the beach was extremely shallow at Utirik. I asked him specifically "what was the minimum draft, forward obtainable by trimming the ship? He indicated that he could reduce the forward draft to four feet. (Please see enclosure 1, copies of his initial proposal.) During those initial negotiations, I had indicated both to Harry Brown and to Wayne Munk from Holmes & Narver that I considered the ship marginal in size but that the walk-on capability swung the decision in favor of U.S. Oceanography. Therefore, any change in that plan of operation should have been transmitted to me immediately. It was not. During our initial discussion on 29 January, I was informed that if I "insisted" on using the barge concept there would be a two to three week delay in the sailing of the ship. Since we were already four

days behind schedule and our medical consultants were due to arrive on the 31st of January, the prospect of holding the consultants for a two to three week period was untenable. We were forced to devise an alternate plan. That plan included fabricating a semi-stable 8 x 8' platform to be located under the gangway and utilizing Boston Whalers to pick the patients up on shore and transfer them to the platform. U.S. Oceanography had listed two whalers as ships equipment. Those whalers were not brought with the ship to Kwajalein. Again, a deficiency in the initial contract. They relied upon the DOE whalers that were located at Kwajalein. Those two whalers, I had been previously informed by The Global Marine Dept., were in "bad shape." One of them was declared "unsafe" because of worn steering cables. These were the whalers that they proposed using for patient transfer. I was aware that the ship had been in harbor in Honolulu for about 24 days. During this period of time, I feel an effort should have been made to make the necessary modifications to carry the barges. Instead, this time was utilized to install such "critical" items as a large automatic ice machine which was not required for the medical mission at all, and a gas barbeque grill.

A second deficiency involved the rigging of protective canvas for the medical staff and the patients. In San Diego, during our preliminary talks, we agreed that a canvas cover should be rigged from just forward of the wheel house to the forward part of the well deck to provide shade and rain shelter for both the patients and the medical teams working in exposed areas. No provision had been made for such protection and during the entire survey bits and pieces of canvas and plywood were used in a haphazard manner to attempt to give cover. On all occasions the cover leaked, providing a number of problems for laboratory personnel and to the staff in the open areas. The medical party's dining area was on the 01 level aft. A canvas fly had been

rigged over this area but it was open on all sides. Since we were operating with constant trade winds varying from 10 to 30 knots, any rain was driven horizontally across this deck rendering the area virtually unusable during the frequent showers we encountered.

During our initial discussions in San Diego, I emphasized the fact that on large medical surveys there was the distinct possibility that we would have at least 18 scientific personnel aboard and would, in addition, probably pick up one or two medical evacuations at a minimum, for a total of 20 required berthing areas. Somehow during the contract negotiations, this figure was reduced to twelve and I was never notified of this change. During the initial discussions plans for a waiting bench to be installed in the forecastle were included for the use of patients waiting to be x-rayed. This bench was never installed. My original plans for the berthing area included provisions for showering and shaving for the medical party apart from the patient examination area. These plans again were altered (please see ship plans) and the final arrangement was for our entire medical party of 14 to use one head, one shower and one shaving mirror. This presented serious problems when everyone arose at the same time and attempted to get ready for the days examinations. The ship's brochure (enclosure 1) stated a two ton freezer capacity. Apparently this capacity was sacrificed in the conversion of holds 1 and 2, leaving us with inadequate cold storage space and much of the fresh fruit that we were carrying to the outer islands as gifts for the study group rotted in transit.

2. Maritime Problems/ Ships Safety: Throughout the entire cruise, no organized safety drill or instructions were given by the ship to the medical party. We were not informed as to where the life vests were stored nor how to use the life rafts (many of the medical team were weak- or non-swimmers).

There were no fire extinguishers in the medical berthing area. Egress

from the berthing area (hold #2) was through one heavy water-tight hatch leading forward through a high hazard area, i.e., x-ray and laboratory areas (containing flammable chemicals and high voltage), then up a ladder and aft onto the well deck. A second hatch leading aft went through a cluttered machine shop, into a battery room with no egress. There was no outside ventilation into the berthing area that I could find. The water-tight hatch controlling access to the medical berthing area had no latch. When trying to pass through the hatch in high seas, the heavy hatch would swing violently. A piece of cord was finally tied to the hatch to keep it open. The outboard passageways, both port and starboard on the main deck level required climbing over a totally exposed fore and aft ladder with no safety lines. Since our passage was in heavy weather with severe rolling and pitching, we could easily have lost one of our party over the side and never have missed him (see pictures). From the health standpoint, the berthing area was inadequate. One bunk was under an airconditioning unit and throughout the first night at sea that bunk was drenched about every 30 minutes by 2-4 ounces of ice cold water. In addition, Dr. Nicoloff complained repeatedly about the "stagnant air in the berthing compartment." The large air conditioning unit which was integral and recirculating for the compartment rendered the area either too hot or too cold.

In our preliminary correspondence and in phone conversations with Mr. Brown in Honolulu I stressed the importance of having an outer island pilot for the survey and recommended Mr. Paul LaPoint who has had extensive experience with previous medical surveys. While in Honolulu, I was informed that a Mr. deBrum was to serve as outer island pilot. While we were in Kwajalein we were informed that Mr. deBrum would not be available and Mr. Brown attempted to obtain the services of Mr. LaPoint, unsuccessfully. Therefore, the ship sailed for the outer islands without an outer islands pilot. The

3. DOE/PASO Liaison/Administration: The initial breakdown in the PASO/BNL liaison occurred during my visit in Honolulu on January 11th. I think that a number of these problems might have been clarified at that time if they had been mentioned. When confronted with a "go - no go" situation in Kwajalein with our volunteer physicians on the way from the United States, I was locked into a very undesirable course of action from the BNL standpoint. During the two day loading period before we sailed, it quickly became apparent that Mr. Otterman, who was functioning as the Captain of the ship (although he was not the registered master of the ship) was extremely upset about the volume of supplies that were being loaded by the medical team. I assumed at this time that Mr. Otterman was unaware of the logistic letter that I had sent to the PASO office in November, 1978, listing exactly what supplies were to be carried. Mr. Brown tells me that he passed this letter on to Mr. Otterman. Mr. Otterman seemed quite surprised at the volume of material that was presented for storage. Because of inadequate storage space aboard the ship he insisted that the food gifts, many of which were perishable, be placed in the medical party's berthing area, leaving no storage space for personal gear. They suggested that we store anything we wanted to take along for the two week survey in laundry bags.

The housekeeping logistics for the survey have always been the ship's responsibility, including all linens. After we'd sailed, we found that no towels had been provided for the medical party and we had to break open our medical supply chest and use medical towels for our personal use, and we were still short.

On the return trip to Kwajalein from Utirik we were carrying a pre-eclamptic lady as a medical evacuation and at about 2230 in the evening she delivered her child at sea, under adverse conditions. The patient's mother was accompanying

Marshallese members of the medical team were asked to serve unofficially as guides when entering the pass at Rongelap and Utirik. I was unaware of this request. This is not their function and they were placed in a difficult position because of this request. The pass at Utirik is difficult for an experienced Marshallese navigator. We approached that pass in the early afternoon with good visibility, about a 2' sea, and just before high tide. As the ship approached the reef we noted a red fiberglass boat which I recognized as belonging to the island of Utirik approaching across the atoll. The boat was also spotted by Mr. Otterman who was conning the ship and by the navigator who was on the roof of the pilot house. The small Marshallese boat could have closed with the ship within 20 to 30 minutes if we had held our position outside the atoll. However, the decision was made to proceed without adequate pilotage. The ship missed the Utirik pass, passing over the reef approximately 200 yards south. Mr. Otterman claims that the ship went through the pass. I can provide at least five affidavits from people who have been in and out of that pass repeatedly that we were well south of the pass and passed over the reef. Luckily, the ship draws only about 8' of water and with an exceptionally high tide we were able to get over the reef without encountering any obstructions. This set of circumstances is fortuitous and, in light of the ready availability of a knowledgeable Utirik pilot, showed very poor maritime judgment. After we crossed the reef, the ship dropped anchor and the Marshallese boat tied up astern. Five Marshallese were in the boat. They were not invited aboard - a common courtesy on any ship. Finally, one man was asked aboard to serve as pilot across the atoll. I later found out that the man at the tiller of the Marshallese boat was the new magistrate of the island. I found this a breach of common courtesy and very embarrassing to the medical survey.

her. After the child was delivered, the grandmother took charge of the baby until she became seasick. Both of the physicians who delivered the baby had previously become seasick and at this point in time, I suggested to Mr. Brown that the ship alter course since we were running downwind in a quartering sea, to head for Roi Namur. This course change would have put us on a course almost dead ahead of the wind and given both the patients and the medical team a much smoother ride. Mr. Brown apparently considered the idea but no change in course was ordered. I don't know if any recommendation was passed to the ship's crew. Thereafter, the ship followed the longest approach route to Kwajalein, estimated to be 4 hours longer than entry through Bigej channel pass.

One of the most distressing problems concerning the administrative/public relations aspect of this survey occurred during our stay at Rongelap. For some unexplained reason, the ship carried a cannon; a close replica of the old boarding cannons used on sailing ships to protect the gangway. The cannon was mounted just forward of the gangway on the starboard side. On February 6th, 1979, sometime after 2100, the cannon was fired twice (I understand with a half pound of black powder). The cannon, I was informed, was loaded with "toilet paper and tin foil" and was fired aft. Since the starboard side of the ship was parallel with the shore, the flash must have been directed towards some part of the island. I was asleep in hold #2 at the time and didn't perceive the noise as a cannon shot. On February 7th, 1979, the cannon was fired once, again after 2100, with the same load. However, on this occasion, immediately after the boom, a seven year old child on Rongelap cried out and stated that he was struck by a projectile from the cannon. (Please see enclosure 2.) I understand that he continued to cry for some time. Again, I was below deck and asleep and

106

episode the following morning, I asked for a conference with Mr. Brown and Mr. Otterman and asked for some explanation. Mr. Brown stated that "the boy was lying" and appeared upset because I was questioning him about this matter. He stated that he had checked with the magistrate and that "there was no problem." I then checked with the magistrate and he said "to forget it, no harm was done." I asked to see the boy and his father to apologize but the magistrate indicated that this wasn't necessary - that the boy was his nephew, and that he had taken care of the problem.

Another serious problem involving administration/public relations that developed on Rongelap involved the distribution of candy ashore by Mr. Otterman. Three of the most serious conditions encountered in the Marshallese are maturity onset diabetes, severe dental caries and exogenous obesity. The medical group had discussed these problems at some length and in our preplanning had decided that we would restrict, as far as possible, the delivery of free sugars in the form of candy to the people. This decision was the foundation of our initial nutritional educational program and was an integral part of the medical care of this survey. I think it was on the second day of our visit to Rongelap that I noticed Mr. Otterman standing on the beach surrounded by children passing out something from a bag. I left the screening process aboard ship and went ashore and found that Mr. Otterman was passing out candy and chewing gum to the children. I asked him if he would discontinue the gifts until Mr. Brown and I had a chance to discuss the matter. Shortly thereafter, I located Mr. Brown ashore and informed him of the problem. At this point he became visibly agitated and he requested that I put my request "in writing." I returned to the ship and did so. Shortly thereafter, Mr. Otterman, Mr. Brown and I had a discussion involving the type of foodstuffs that were to be presented as gifts to the islanders.

It would appear, superficially, that this is an insignificant problem,

however it represents the lack of communication that existed between the medical survey group, DOE liaison and the ships' company. The simple act of passing out candy compromised the beginning of a highly important nutritional educational program. Since there had been insufficient time to begin the comprehensive educational program that was necessary to explain the reasons for withholding "candy" from the group (the Marshallese did not understand why the medical group was depriving them of their "sweets"). I was informed by our Marshallese nurse that the people of the island were perplexed by the apparent lack of communication and different philosophies exhibited by the medical survey party and the ship's company. They perceived these differences most directly by the cannon incident and by the dispute over the distribution of candy as gifts. This obvious division in goals and methods, I think, was detrimental to the credibility of both the medical survey team and the Department of Energy in general. I had previously pointed out to the members of the medical team that our mission had two major goals. The first was obviously the medical survey goals that we were attempting to achieve, but equally important was our public relations stature. I think a review of past performance of this program has revealed that the medical care has been excellent but there have been major problems that have arisen in the public relations area. I consider this a very important aspect of the Marshall Islands medical survey. During this survey that public relations effort was compromised.

4. Medical Team Problems: Both Mr. Brown and Mr. Otterman were aware of my problems with the Resident Physician and my attempts to solve those problems. On the last day at Utirik, I went ashore and spent 4 hours at sick call assisted by Dr. John Tamen. We delivered a large amount of drugs and medical equipment and supplies to the Health Aide. When I left at noon, at least 20 patients were still waiting. I seriously regretted leaving them but I had been informed

by Mr. Otterman on the prior day that a large storm was moving toward Utirik and he advised leaving a day ahead of our scheduled departure. I agreed to this for two reasons. First, we had discovered a pre-eclamptic lady who needed to be evacuated to Kwajalein as soon as possible - with the least amount of trauma, and second, because we were aware that a tropical storm had developed south of Kwajalein and the deteriorating weather, in Mr. Otterman's judgment, might hit Utirik and present some problems for the ship. An additional problem that developed because of our hasty departure involved a "going away party" scheduled to be given for the medical team by the people of Utirik. We attempted to have a combined BNL/island party the evening before departure but the magistrate had not understood that we were leaving early, the resulting confusion again compromised the credibility of the medical group.

SUMMARY OF SHIPS LOGISTIC REPORT

It's obvious from the length and detail of this report that I consider the ship logistic support for the January-February medical survey to be inadequate. I have presented all of the foregoing observations and opinions in writing, in a rough draft, to Mr. Stanley, Mr. Brown and Mr. Ray. I did this specifically to alert them to the problems, as I saw them, prior to the Users Conference that was scheduled for February 28th, in Livermore, California. I anticipated that a very delicate administrative problem would develop during the Users Conference since Mr. Otterman had been invited to that conference. I requested that the concerned DOE representatives have a preliminary meeting at Livermore, prior to the conference, to attempt to resolve these problems and not to use the conference itself as a forum for the discussion of the details of the survey. Unfortunately, we were unable to accomplish this. I can expand on why this was not accomplished if necessary. During the Users

Conference, I was asked if I felt that the ship was adequate for future medical surveys and I indicated that, based on past experiences and performance, I did not feel that it would be suitable. The Users Conference was therefore adjourned and Mr. Ray, Mr. Stanley, Mr. Brown, and I had lunch together. During this period of time, it was apparent that there was a strong desire by the DOE group to renew the U.S. Oceanography contract. I understand their problem from a procurement and fiscal standpoint, but the problems that developed involved both significant material changes aboard the ship and some obvious behavioral changes by the personnel of U.S. Oceanography. I doubt very seriously if this can be accomplished under the present administrative organization. I requested a copy of the contract before we left Kwajalein. I finally was allowed to make a copy in Honolulu on the way back from the survey. A careful review of the contract reveals that the anniversary date is September 16, 1979, and it specifically stipulates that notification of termination of the contract must be given 90 days prior to that date. This would mean that the Department of Energy would need to give written notification on or before June 16th, 1979. The co-users of the ship pointed out to me the obvious problems that this termination would pose for their programs. I understand the funding for this charter has come primarily from the Medical Division of DOE and it is my firm opinion that this ship will be unsuitable for any extended use by the medical program. I have agreed to an interim schedule for the medical survey scheduled for May 26 - June 13th. This survey will be entirely different than the January-February Survey in that almost the entire program will be shore based, rather than ship based, and will be devoted primarily to pediatric consultation and sick call. In addition, the medical party will be considerably smaller than the previous survey.

-13-

SUMMARY OF MEDICAL SURVEY

From a medical standpoint, the January-February survey was a very productive one. We saw a total of 500 patients. From this group we identified eleven new patients with thyroid nodules. Most of these patients will be scheduled to return to the United States for evaluation and probable surgery. In addition, we found a significant number of ancillary primary care problems that were treated to the best of our ability, and those cases that needed further treatment were referred to the TF health care delivery system. I want to express my sincere thanks to the members of the party for their services under some very trying conditions. I would particularly like to thank Mr. William Stanley for his attempts to mediate in the severe logistic problems that we encountered in dealing with U.S. Oceanography.

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TRIP REPORT

Brookhaven National Laboratory - Marshall Islands Survey

May - June 1979

The second Brookhaven National Laboratory survey of the Marshall Islands in calendar 1979 covered the period from early May through mid-June. (Please see Enclosure I for itinerary of participants).

(This survey was unique in that we had been asked to include physical examinations for the people of Bikini - living on Majuro - in addition to the regular study group. The addition of the group greatly expanded the logistic requirements of the survey. We had originally planned for a pediatric survey, sick call and selected thyroid re-examinations of the exposed and the comparison populations. The Bikini group received the complete workup designed for the study group. This workup required the assistance of two additional physicians, two technicians, and one administrative assistant.

*without authorization
of funding*

A new precedent had been established by the whole-body counting group shortly before this survey of granting reimbursement to the Bikinians coming from Edgit Island for the studies. Each of these patients was to receive \$10 for transportation and meals, however, apparently people other than Edgit people received compensation and it finally became a standard procedure to pay all patients \$10 going through the whole-body counter.

An attempt was made to integrate the whole-body counting visit with the medical examinations but severe scheduling problems arose, requiring several visits, and payments to many Bikinians. A total of 102 Bikinians were seen by the medical examination team. Some of these patients required several re-appointments to complete their examinations. The mechanisms and guidelines for the reimbursement of this group needs a careful reevaluation and a formal statement of limitations as soon as possible. — *never done*

The medical survey group spent one week in Majuro and then moved on to Ebeye for 3½ days. Dr. Don Paglia unfortunately fractured his foot on the last day in Majuro and returned to the United States on May 25th. Dr. Pratt and Dr. John Iaman (Marshalllese Medical Officer) performed a sick call while Dr. Conard screened thyroids and Dr. Patricia Sullivan cared for the pediatric patients. On May 25th Dr. Jacob Robbins arrived to join the party for the outer-island survey. (Please see Enclosure II for a tabulation of patients seen for thyroid screening). Dr. Conard and Dr. Robbins confined their examinations to the thyroid. Drs. Pratt and Iaman saw all other medical problems including full examinations of those patients found to have thyroid nodules that might require surgery.

Dr. Sullivan continued to see between 25-40 patients per day in the pediatric age group. Unfortunately, due to the large number of children, complete pediatric coverage was impossible. We have assured the study group that a pediatrician will be recruited to complete the examination in the September-October Survey (Please see Enclosure III for a tabulation of the pediatric examinations). On May 25th Mr. Wayne Munk (Holmes & Narver) arrived to accompany the outer-islands survey. The ship sailed the following day for Rongelap.

The support given to the Brookhaven National Laboratory medical team by the crew of the Litkanur II and Mr. Munk was outstanding. The multiple discrepancies noted in my previous trip report had either been fixed or some corrective action had been taken (in most cases). Throughout the ship-based portion of the survey, the ship's crew and the medical party functioned as a unit. The Captain (Keith Coberly, Master) of the ship possessed the required certification as a Master (per Brookhaven National Laboratory's Occupational Health and Safety Guide, dated Feb. 8, 1979,

entitled "Marine Safety", please see Enclosure IV) and his pleasant personality and able seamanship greatly assisted the BNL team. Mr. Munk was of great assistance in the survey as liaison between BNL and U.S. Oceanography. Because of the unique logistic requirements of this survey, e.g., we needed to pick up, at each island, all patients who might require surgery, the ship on the final leg from Utirik to Wotje and finally to Kwajalein was overloaded. (It had been my opinion since the original contract negotiation that this ship was marginal for support of the medical program.) Even with the partial correction of the prior deficiencies, the habitability of the spaces assigned to the medical survey party was ~~unsatisfactory~~. We had a number of small epidemics of upper respiratory infections and viral gastrointestinal illnesses during the trip due primarily to crowding in the berthing areas (please see Enclosure V). With the inevitable expansion of each succeeding medical survey this problem will quickly become the limiting factor.

Note I agreed to an interim renewal of the ship's contract for this year while some more suitable means of support was obtained with the understanding that the present ship will compromise the medical mission during the remainder of calendar 1979 and early 1980. The reasons for, and characteristics of, the replacement support system should be discussed at the Department of Energy as soon as possible.

Upon returning to Kwajalein we were met by Dr. Brown Dobyns, Professor of Surgery, Case Western Reserve University who is one of the nation's leading thyroid surgeons to review all of the possible surgical cases along with Drs. Conard and Robbins. Fourteen patients were selected to return to the United States for workup at Brookhaven National Laboratory and thyroid surgery at Cleveland during June and July of 1979. In addition to the

thyroid patients, four emergency medical evacuations were brought in from the outer islands. The addition of 18 Marshallese patients presented serious problems to the ship in regards to sleeping areas and food. I was informed by Mr. Munk that the ship was "almost out of food" when we returned to Kwajalein.

A few minor problems in ship support developed during the voyage. They were: 1) The cook was very susceptible to seasickness and very little food was provided while the ship was underway. His cooking at anchor or at dockside was superb. 2) The main hatch dog for the watertight hatch between the medical berthing area and the head was fabricated from light strap aluminum. It bent as soon as the ship began to roll heavily and the weight of the door, smashing against the insulated bulkhead dented it badly. Again, the hatch presented a hazard to the medical party in the berthing area. 3) A second watertight hatch leading from the forecastle to the well deck was also secured inadequately with a light hook. This heavy hatch again broke loose during heavy rolling and was finally secured by a line (Please see Enclosure V, photographs of latches and bulkheads). 4) The cargo containers (vans), that had been converted into the medical examination rooms developed a number of severe leaks during the heavy rains. This restricted our operations on several occasions. In addition, the canvas cover between the vans also leaked during heavy rains. A rerigging of the canvas and repairs of the leaking roof will be necessary before the next medical survey.

Summary: In summary, the addition of the Bikinians at the last moment necessitated the rapid modification of the staffing and logistic plans. These plans need to be fixed 8-12 weeks before the survey to allow for professional staff planning, i.e. the guest consultants teaching schedules and professional schedule as well as material lead time. We did the best we could with the

time allotted. However, two important commitments were not completed or were completely cancelled. The included: A) adequate (in numbers) pediatric coverage. Dr. Sullivan did a superb job on the patients that she was able to see but many children, especially in the study group at Majuro, were not seen. I have promised the people that we would include a "baby doctor" in our September-October survey. These were not in the original plans for that period. B) The Health Education Program which was an important and integral part of our public relations program could not be started during this survey due to insufficient time and staff. Both of these problems need to be addressed indepth during the next survey. Additional areas of interest include:

- 1) The reimbursement "policy" for the Bikinians, needs immediate written Department of Energy clarification.
- 2) Since the medical berthing spaces for staff and patients are inadequate we will need to restrict the scope of the medical examinations and the number of patients to be seen in future surveys. I would recommend that no more than 8 staff be housed in hold #2.
- 3) The crew of the Liktanur II as presently constituted, with a licensed Master, did a fine job. I would strongly recommend that this same team continue to support the medical surveys for the remainder of the contract.

Enclosure I

MAY - JUNE 1979 MARSHALL ISLANDS SURVEY PARTICIPANTS

<u>Name</u>	<u>Date Left Home</u>	<u>Date Returned</u>
Dr. H. Pratt	May 9, 1979	June 14, 1979
S. Wynn	May 9, 1979	June 14, 1979
Dr. R. Conard	May 12, 1979	June 13, 1979
Dr. P. Sullivan	May 11, 1979	June 18, 1979
Dr. D. Paglia	May 11, 1979	May 25, 1979
Dr. J. Robbins	May 24, 1979	June 13, 1979
W. Scott	May 7, 1979	May 24, 1979
Dr. B. Dohyns	June 7, 1979	June 13, 1979
P. Heotis *	May 9, 1979	June 8, 1979
J. Kabua *	May 11, 1979	June 8, 1979
Dr. J. Iaman **	May 21, 1979	June 11, 1979
S. Shoniber **	May 21, 1979	June 11, 1979
H. Zetkeia **	May 21, 1979	June 11, 1979
K. Gideon **	May 21, 1979	June 11, 1979
H. Emos ***	May 21, 1979	June 8, 1979

* Stationed at Kwajalein

** Trust Territory Personnel Stationed at Majuro

*** Trust Territory Personnel Stationed at Ebeye

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Enclosure II

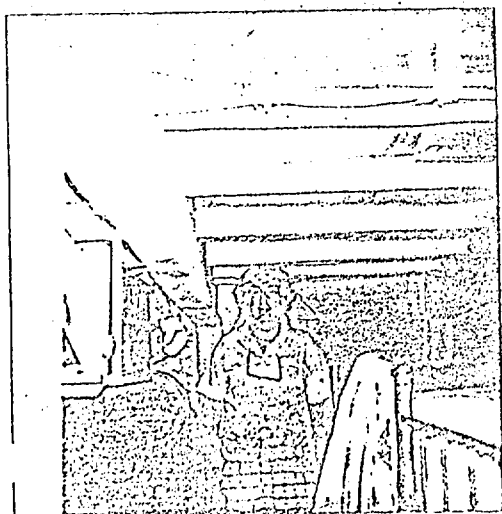
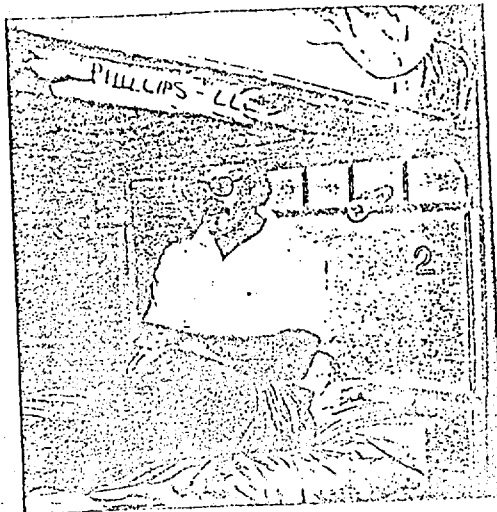
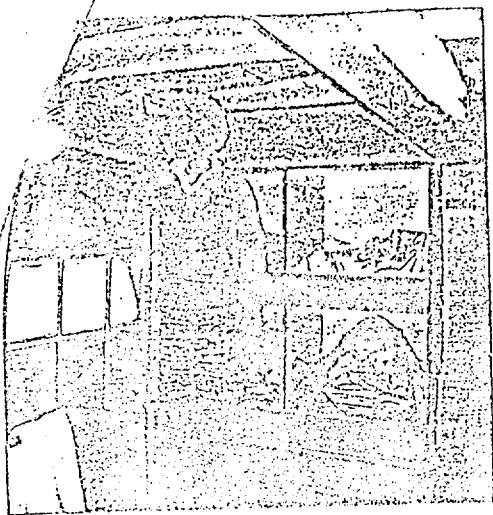
THYROID CASES EXAMINED

			Total
Majuro	Rongelap group	12	12
	Utirik group	16	16
Ebeye	Rongelap group	48	48
	Utirik group	8	8
Rongelap		25	25
Utirik		61	61
Wotje		61	<u>61</u>
			231

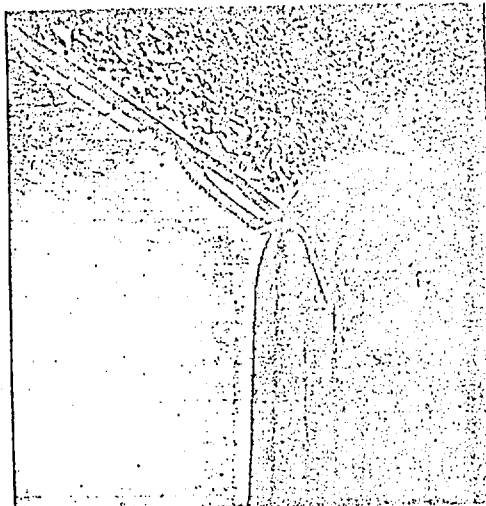
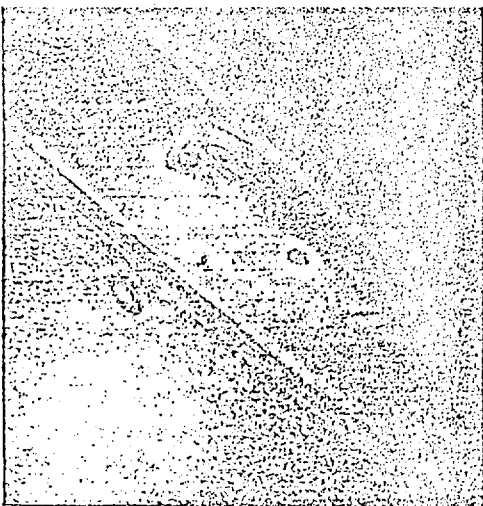
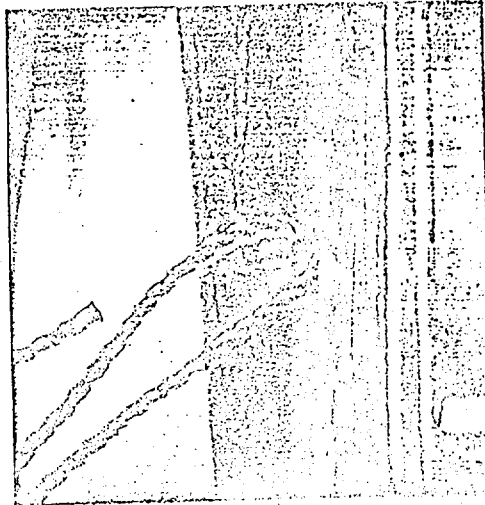
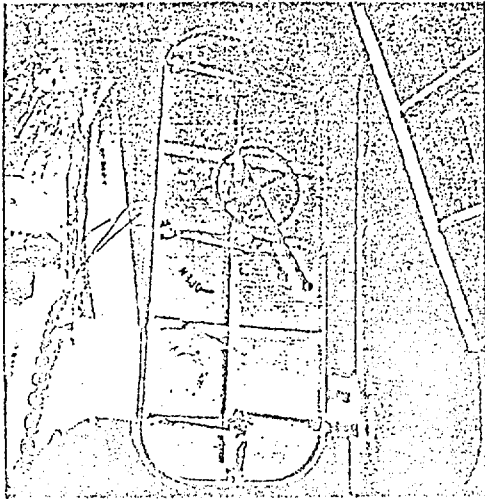
Enclosure III.

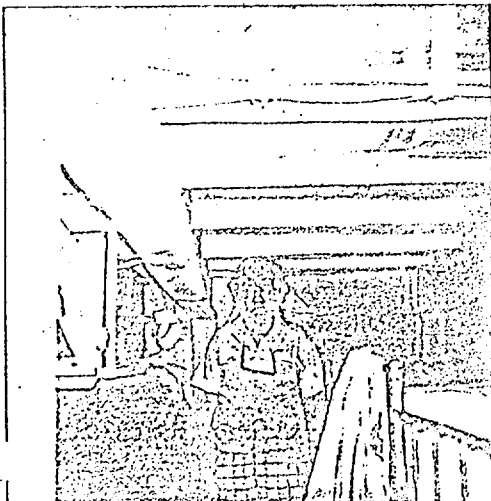
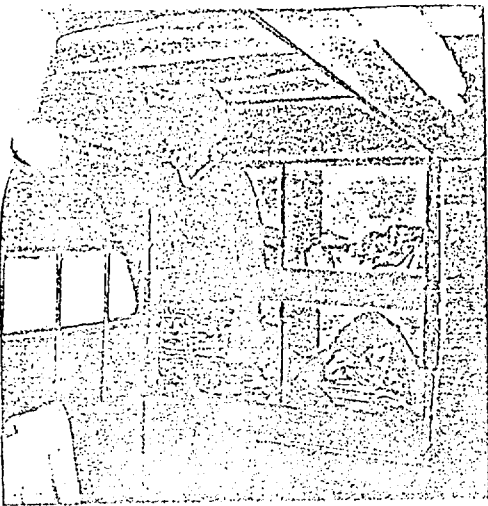
PEDIATRIC EXAMINATION

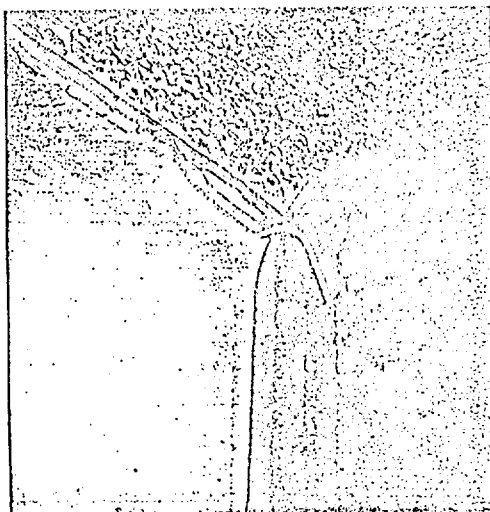
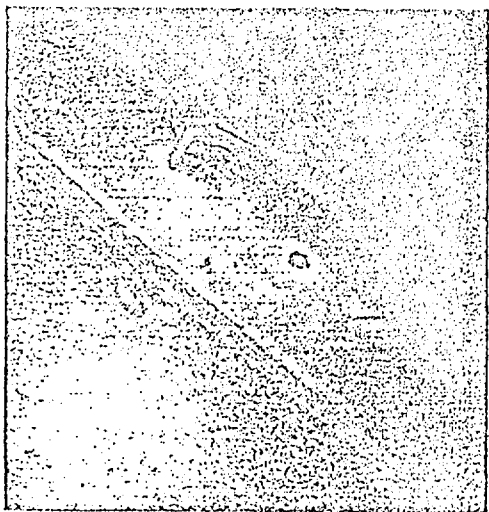
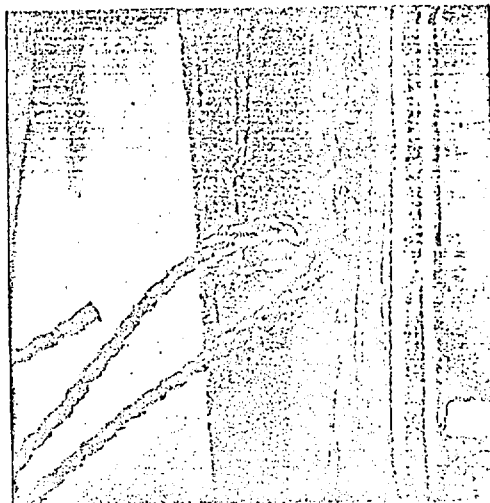
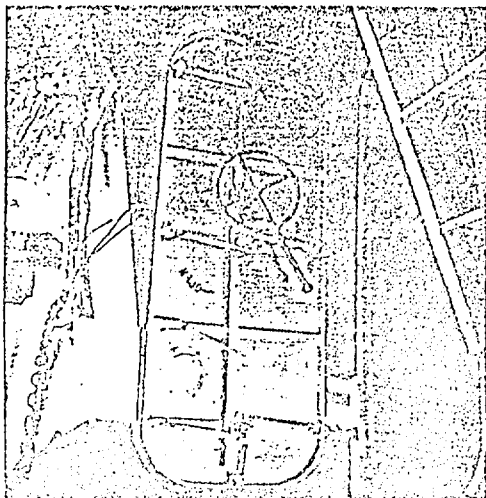
Majuro - Bikinians	54
Study group	15
Ebeye (with J. Iamen assisting)	136
Rongelap	126
Utirik	<u>97</u>
Total	428

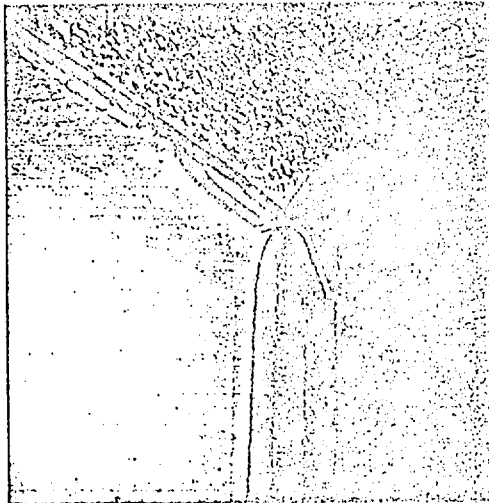
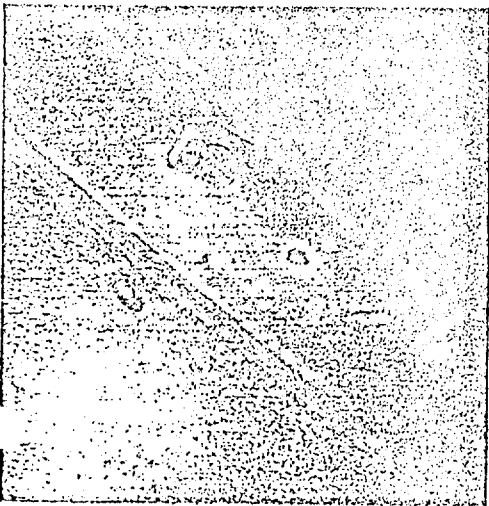
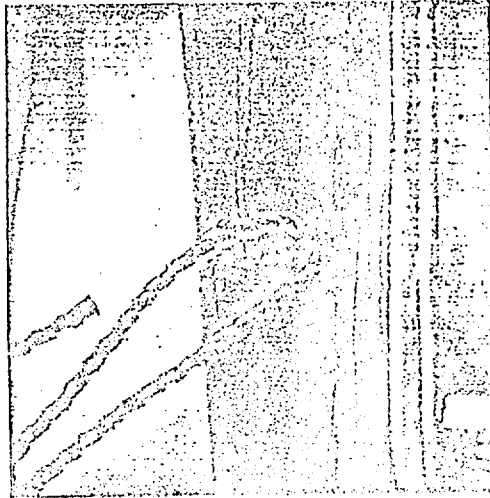
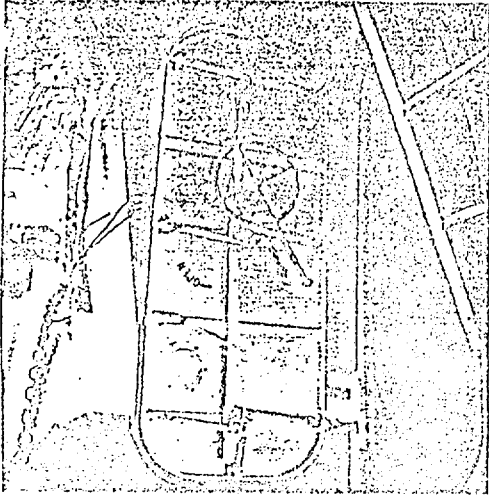


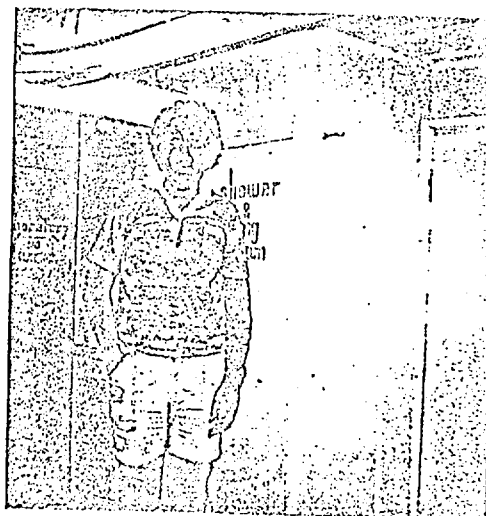
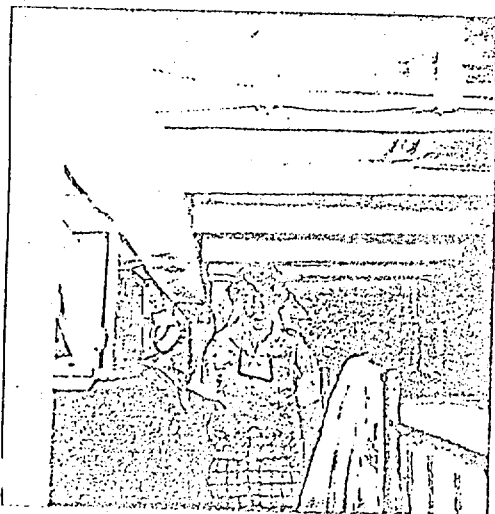
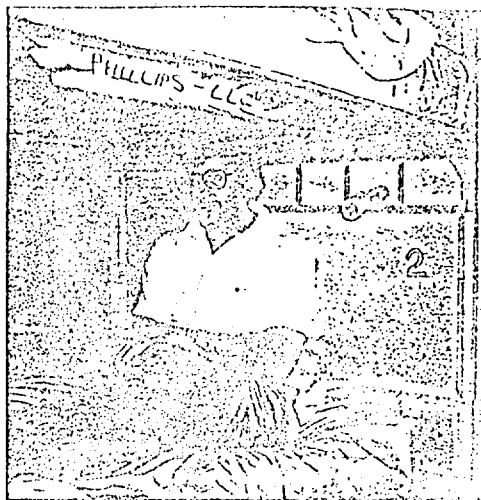
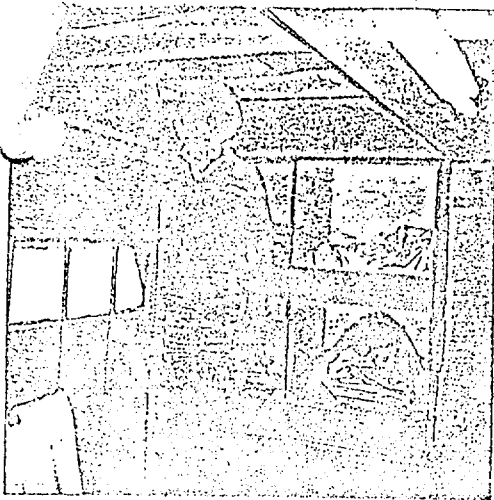
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Brookhaven National Laboratory Marshall Islands Survey

September-October 1979

The third BNL survey of the Marshall Islands in calendar 1979 covered the period from early September through mid October (please see enclosure 1 for itinerary of the participants).

The goals of this survey were as follows:

1. To complete the pediatric examinations which had been missed in the May and June survey.
2. To examine any available study members who had been missed in the two previous calendar '79 visits.
3. To followup on the 11 patients who had undergone thyroid surgery in July in Cleveland.
4. To reexamine the remaining group of patients who had previously been noted to have thyroid nodules and to make arrangements for their transfer to BNL and to Cleveland for surgery in October.
5. To provide dental extractions for patients in the outer islands (a precedent had previously been established for this type of care by the resident physician, Dr. Knud Knudsen several years ago).
6. To provide "reading glasses" for presbyopic patients (a precedent had been established for this action over a period of many years by the ophthalmologist who had accompanied the major surveys.
7. To begin the health education programs on the outer islands as requested by the people of those islands.

Table 1 details the number of patients seen on each of the islands and the type of services rendered.

TABLE I

SEPTEMBER - OCTOBER, 1979 - MARSHALL ISLANDS EXAMS

	<u>M</u>	<u>E</u>	<u>R</u>	<u>U</u>	<u>Total</u>
PEDIATRIC EXAMS	53	49	7	45	154
PEDIATRIC SICK CALL	-	1	25	17	43
ADULT EXAMS	34	18	-	1	53
ADULT SICK CALL	9	5	11	43	68
DIABETIC SAMPLING	13	16	-	4	33
THYROID, LAB, X-RAY	9	3	3	4	19
DENTAL	-	19	27	66	112 patients (190 extractions)
TOTAL	118	111	73	180	482

The medical aspects of the survey went smoothly. However, a number of serious administrative problems arose during the course of the survey. I will discuss in detail the administrative problems and then conclude the report with a summary of the medical findings and conclusions and recommendations for future studies.

On our way to Majuro I spent a number of hours in the P.A.S.O. office talking to Mr. Harry Brown and Mr. Bill Stanley. Harry indicated that the BNL wholebody counting trip had been an unqualified success and provided me with copies of his cassette recordings of each of the meetings that had been held on the outer islands. We discussed the existing political situation in Majuro and throughout the Trust Territories and Harry gave me his impressions of what we should expect in Majuro and Ebeye.

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On September 8, the medical staff flew to Majuro. We were met at the airport by Bill Scott, the BNL field director, who informed me that there was a serious problem developing concerning the payment of per diem to patients on the study list.

At that time he provided me with a verbatim copy of a radio announcement that had been transcribed by Harry Brown and broadcast about three weeks previously over the Marshall Islands radio network (please see enclosure 2). In this radio message Mr. Brown invited all members of the BNL study group who were living on other islands to travel to either Majuro or Ebeye for examinations by the BNL team. It also stated that subsistence per diem and travel expenses would be provided. I found this information quite disturbing because on the previous day I had had a long discussion with Harry and he failed to mention this very important statement of policy. I should emphasize that over the last year one of the primary administrative goals that I had set for the program included clear definition of the responsibilities for the administration and payment of per diem claims by DOE/TT personnel--not by BNL. This policy had been accepted by the PASO office as well as the DOE central office and BNL. We had all agreed that administrative matters of this type would be handled by PASO and that the BNL medical team would take care of the medical aspects of these surveys.

Upon arriving in Majuro and checking in the hotel the manager of the hotel immediately asked me for over \$200 to settle the hotel bill of a family that had been waiting in his hotel for the BNL medical team. He stated that unless he was reimbursed he would evict the family. I explained to him the situation and he was kind enough to extend their stay until the problem could be resolved with my guarantee that he would receive payment. On the following morning I attempted to contact the DOE/DNA representative on Kwajalein, Jim Watt, since there is no

direct communication between Majuro and Honolulu. Our radio communication was exceedingly poor--I could understand approximately one out of ten words due to severe static. However, I repeatedly stated to Jim that I needed \$1,000.00 immediately wired to the Bank of America in Majuro. In addition, I asked him for immediate guidance from PASO as to per diem rates and forms and asked who was to take care of the administrative end of this per diem problem. During the remaining period in Majuro I spent approximately 80-90% of my time attempting to clarify this problem and dealing with the claimants. I was unable to reestablish communication with Kwajalein due to a radio blackout imposed by the Missile Range. I contacted the manager of the Bank of America in Majuro and was informed that any "cabled authorization of funds" would be sent to the Bank of America in Guam and then forwarded by regular mail to the bank in Majuro. He estimated that it would be from 4-5 days in transit. This far exceeded our stay in Majuro. On Wednesday afternoon, during the middle of our stay at Majuro while talking with Judy Kuepp of Micronesian Legal Services, she informed me that on the preceding day, while in the communications office, she had obtained a glimpse of a message directed to Oscar de Brum, the Chief Secretary of the Marshall Islands, and in the text of that message she said she saw my name mentioned. She was unaware of the rest of the content of the message. Therefore I went to Mr. de Brum's office and discovered that he, along with most of the members of the cabinet had left for Enewetak Atoll (the PASO office was fully aware that Oscar was on his way to Enewetak at this time) for the mid September conference. There was no one in authority left in the main administration building. However, I was able to find a secretary in another area who finally agreed to go through Mr. de Brum's message file and after an hour she discovered a message from our DOE/PASO office addressed only to Oscar de Brum asking him to pass the message on to me. That message is enclosed as

(Enclosure 3). You will note that \$2,000, rather than \$1,000 had been forwarded and that a per diem rate of \$27.00/day was arbitrarily set as an unique exemption for this group of examinees. I asked the secretary for a copy of the message. She explained to me that the Xerox machines throughout the area were broken and therefore she made a handwritten copy of the message, gave me the original copy and put the handwritten copy in Oscar de Brum's personal file.

With this assurance that \$2,000.00 was on its way via the complex Bank of America route, I went to the manager of the bank and asked what procedure should be instituted to pick up those funds and make them available for the claimants. He explained that the check would be addressed to me personally and that he would require a letter of assignment from me to the government of the Marshall Islands. I therefore requested an interview with the Minister of Finance and discovered that he had resigned a few days prior (Enclosure 4). A new Minister of Finance had been appointed and I was able to contact him and his assistant, Grant Lobaum, on the following day. After lengthy discussions and negotiations it was decided that I should complete a letter of assignment (Enc. 4A) assigning the check to the Nitijela general fund and that all per diem claimants would be processed through the Trust Territory Finance Office. I suggested that since this was a "special case" with a finite amount of money specifically for per diem, that a separate account should be established. The Finance Office stated that this would be impossible. Therefore it went into the General Fund.

When our party finally departed on Friday, the check had still not arrived and I was unaware of the total payment of claimants who would be handled under this special announcement.

Shortly after we arrived at Ebeye, I was approached by Mr. Joe Saul, a member of our study group who was a Health Aide at Eniwetok Atoll. He had traveled to Kwajalein and to Ebeye in response to Harry Brown's message and was again asking for reimbursement for per diem subsistence and transportation. However, he was carrying a different message with an entirely different per diem rate of \$10.00/day (Enclosure 5). He showed me this message and inquired why his rates were different from the rate paid to the people from Majuro. I told him that I could not understand the rationale, but within 3 days a representative from the Department of Energy would arrive in Kwajalein with funds to pay the per diem claims and that he should take the matter up with the representative at that time.

At this point I would like to emphasize the fact that in my preplanning letter (Enclosure 6) for this survey, I had strongly urged the PASO office to provide a DOE representative for the entire trip. While in Honolulu I discussed this matter with the PASO staff and after a discussion with Bruce Bachholz and Bill Stanley, Bill agreed to accompany the survey. However, when I arrived at Kwajalein I received a message (Enclosure 7) that Bill Stanley would be unable to make it and that Ted Murawski, a Holmes and Narver employee, who had worked as the DOE/DNA coordinator on Kwajalein, would be the substitute. Again, during the examination of patients on Ebeye, a large percentage of my time was spent in explaining to people why they had not received their per diem money and attempting to take care of their housing and financial needs.

On Thursday, Mr. Murawski arrived with no funds and a family from one of the outlying islands was forced to ask for food and shelter from one of their friends until the PASO representative could provide them with sufficient money. Mr. Murawski called Honolulu and had funds authorized and on the following day began

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to pay the claims on Ebeye. Thereafter things progressed relatively smoothly.

To complete the critique of the administrative problems, Mr. Murawski accompanied us to the outer islands portion of Rongelap and Utirik and although he is a very capable employee of Holmes and Narver, he is not current on the problems of compensation, per diem, and the details of the new PL 116. These questions, along with questions as to land custody were raised on both Rongelap and Utirik and Mr. Murawski did the best he could under difficult circumstances, but unfortunately, in many cases had to state that he did not have the answer to the question but would forward the question to DOE in Honolulu. I feel he was placed in an untenable position by being asked to give definitive answers to problems for which he was not prepared.

- II. Political and Public Relations Aspects -

It has been a long-established principle of these surveys for the leader of the Brookhaven medical team to pay a courtesy call on the members of the Marshall Islands government. During this visit I met with and had long discussions with Oscar de Brum, the Chief Secretary of the Marshall Islands government. During those discussions he specifically asked me what actions were being contemplated in Washington regarding the information that Tony de Brum had presented on Likiep. I informed him that I had met with the Tabershaw group and that when I left the U.S. a proposal was being developed to review the epidemiologic evidence of an increased incidence of thyroid and birth abnormalities on Likiep. The following day at noon Oscar picked me up at the hospital and drove me to the Eastern Gateway where we had lunch with Amata Kabua, the President of the Marshall Islands. Amata was particularly interested in what formal action had been taken to authorize medical care for the Bikinians and was also interested in further

during the
survey

details about the Tabershaw contract for the evaluation of Likiep. I explained to him the position that existed when I left the U.S., indicating that no solid commitment has been made by the Congress via legislation for funding to care for the Bikinians but that the BNL medical team would continue to take care of them on a humanitarian basis as long as we could afford it. I again repeated the information I had given Oscar de Brum on the Tabershaw proposal. Later on that same day, I met with Ezra Riklon, the Director of the Majuro Hospital. He indicated that he would loan us the Trust Territory personnel whom we had requested in our preplanning letter, with the exception of Kalman Gideon. Kalman Gideon's place would be taken by Mamaru Kabua, the younger brother of the President of the Marshall Islands, Amata Kabua. He stated that there was a slight problem with Mamaru, i.e., "he drank too much" and that he was sorry to burden me with his problem but he recommended that I watch Mamaru very carefully during the survey. I assured him that any drinking that was done aboard ship would be done in confined spaces and that no Marshallese would ever be aware that any member of the scientific crew had been drinking.

Of interest, while having breakfast the first morning in Majuro, we were approached by Morley Safer and members of the 60 Minutes CBS crew (Enclosure 8). They expressed an interest in our role in Majuro. We gave them a brief survey of the 25 year history of the BNL medical surveillance program and later on in the day Mr. Safer, along with his entire crew, appeared in our decrepit examining trailer at the back of the hospital and asked to film a short interview. Since I was faced with the option of refusing the interview and having CBS stand in front of the Majuro Hospital and say that BNL had refused to allow their examination to be filmed, or of granting the interview, I chose the latter. The interview consisted of a short film strip of myself examining a patient under a rather primitive field condition. Dr. Donald Paglia was standing behind the cameraman

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explained
did

during the interview and he stated that he felt the interchange of questions and answers went well and that no major controversies could result from a review of the film. The Associate Producer of the program was Mrs. Leslie Cockburn. She asked me if she could contact me again when I returned to New York, to discuss the program in more depth. She stated that she had previously had several long conversations with Dr. Conard. He had informed me of some of those meetings.

- III. Ship Performance -

On September 21, the ship sailed from Kwajalein with a full complement of medical party personnel. Every berth on the ship was occupied and one Marshallese translator was sleeping on a mattress in one of the examining rooms. We left the dock at 1300 and were steaming north for Rongelap when we were ordered to reverse course and return to Meck Island and to remain there until released for further steaming. Apparently the ship at that time was in the impact zone of an incoming missile. The ship therefore steamed back to Meck Island, arriving at 2200 and held in that position until 0200 when we were cleared and resumed our trip to Rongelap. On checking with Keith Coberley, the master of the vessel, he indicated that he had very carefully checked with range control on the day of our departure and had indicated our 1900 D.R. position. He was told that this was a safe position and we could continue without difficulty. Our 1900 position on the day of departure was actually further north than we had originally predicted and we should have therefore been well clear of the danger area. Upon returning to Kwajalein, I immediately contacted range control and discovered that the mistake had been made by range control and not the ship or the captain. He was entirely correct in all of his procedures. The result, however, was that we were 12 hours late in reaching Rongelap. During this period of time the ship was in moderate seas and because of its round bottom configuration and its tendency to roll and pitch excessively, practically every member of the medical party was

seasick. When we arrived at Rongelap we were met by the new elected magistrate, Jobwe, and his predecessor, Nick. They were very cordial and urged us to set up operations in the new dispensary ashore. The ship immediately procured the oil drum raft which had been left on the island. This was placed under the gangway and ship-to-shore shuttling began. The only procedures that were required to be performed aboard ship were the dental extractions and x-ray studies. The stay on Rongelap was uneventful until the final evening when we were preparing to show a movie for the village. While the medical staff and the crew of the ship were setting up a projector, a young male living on Rongelap, who we later discovered had been drinking vodka, went berserk and attempted to run over anybody he could hit with his Toyota truck. In the process of his violent actions, he ran over the projection table and the film cans; however, by the grace of God, nobody was injured and all members of the BNL medical team and ship's crew immediately returned to the ship. Thereafter the magistrate and Nick came out to the ship and requested that we notify Majuro immediately, requesting a policeman to accompany the next field trip ship to place the young man under arrest for aggravated assault. I don't believe that his actions were directed against BNL/DOE or the ship directly, but were rather as a result of uncontrolled fury secondary to intoxication. The people of Rongelap apologized profusely and we indicated to them that we understood the situation and that they were not held responsible for his actions. On the following day we departed for Utirik. Again we ran into moderate to heavy swells. The ship was pitching so badly that Captain Coberly chose to tack across the waves at 4.5 knots to prevent excessive hull strain. X He had originally attempted to head directly into the seas. The ship, in pounding head on into 10' seas would slam through the seas and then develop a prolonged low-frequency oscillation that was induced by the heavy 30 ton crane amidships. X

It was felt by Keith Coberly and the Chief Engineer, Monroe Wrightman, that the severe pounding and vibration that the ship was taking would be much improved by alternate tacks. This proved to be the case. However, it greatly prolonged the steaming time from Rongelap to Utirik. It appeared for a number of hours that we would be unable to reach the Utirik pass during daylight and would have to remain off Utirik during the night. However, by skillful seamanship they reached the pass while the sun was still high enough to make a safe entry. We then steamed across the lagoon and were greeted by the officials of Utirik. The ship again retrieved two oil drum rafts left there from previous visits. One was placed under the accommodation ladder, the other was secured at the waterline ashore. However, because of the gradual shelving of the beach and the height of the tide, the single raft ashore was partially effective in achieving easy access to the whaleboats by the patients going to the ship. In many cases they had to wade to the boats and climb over the gunnels. I would strongly recommend that two or three extensions to this platform be fabricated and that spuds be driven into the bottom to stabilize these floats so that we have an adequate floating dock for future operations.

The medical work at Utirik went extremely well. The people were very friendly and cooperative and we were invited to two banquets given by the people. The ship departed from Utirik on 4 October in the mid-afternoon. In the process of exiting the harbor, the ship scraped the bottom lightly but proceeded on through the pass. Immediately thereafter Monroe Wrightman and Jan Kosciak put on diving gear and inspected the bottom carefully to ensure that no damage had been done. No evidence of grounding was noted and the ship continued on course, arriving in Kwajalein early in the morning of 5 October.

At this point I would like to express my profound admiration and sincere appreciation to all of the members of the crew of the Likatanur II who frequently went out of their way to make our trip more comfortable. They are fully aware of the difficulties that the medical party encounters in using this ship and attempted to do all they could to remedy its defects. Individual letters of commendation will be sent to the operators of US Oceanography.

- IV. Medical Results -

As you will note from Table I, 482 individual patient visits were performed. Of 112 dental patients presenting for extraction 190 teeth were extracted.

One additional thyroid nodule that had not been previously screened by Dr. Brown Dohyns was discovered and consequently a group of five patients was assembled at Ebeye to be accompanied to BNL and thence on to Cleveland for surgery with Jenuk Kabua as attendant.

- V. Summary -

As usual, the medical aspects of this survey all ran smoothly and there were no great surprises from the standpoint of new medical findings. The most significant advance made by this survey was the establishment of the initial priorities (as perceived by the people of the islands) for the health education program beginning with a request by some of the Marshallese for a family planning program and for a weight reduction program. Both of these elements of the educational program are felt to be critical from the standpoint of a reduction in morbidity and mortality. The guest faculty were outstanding. Of particular interest, Dr. Harvey Heidinger, a pediatrician from Loma Linda University, demonstrated the fact that he is an expert in the area of developing health care systems for emerging nations. He has previously been on assignment from Loma Linda to Tanzania and is currently on assignment to Haiti. His thoughtful comments and recommendations for

realistic modifications in the Marshall Islands primary care system and our interface with that system were greatly appreciated and will be incorporated into further discussions with our program directors at DOE and with members of the Marshall Islands health care delivery system.

- Conclusions and Recommendations -

A review of my planning letter to the Pacific Area Support Office dated August 9, 1979 regarding this survey reveals the following statements of policies or requests to PASO. (Please see Enclosure 6).

"As we discussed at Livermore, I am funneling all requests for either the Department of Energy, Marshall Islands, TT, or Missile Range Support through your office". That statement was prompted by the repeated request by Mr. Harry Brown to allow him to handle all public announcements for our program "because of his proximity to, and contacts with, the new Marshall Islands government". I agreed to this course of action. The final paragraph of Enclosure 6 gives the exact details of my requested arrangements for the meeting with the people of Bikini, Rongelap, and Utirik--both from Majuro and Ebeye.

Not only did Harry Brown fail to provide for the requested meetings, but he extended an invitation to the members of the BNL medical study group living on other islands to travel to Majuro or Ebeye stating "You will be reimbursed for the cost of your transportation, food, and expenses while on Majuro or Ebeye". (Please see Enclosures 2 and 3).

This unique, unilateral field decision of medical policy had never been discussed with me. If it had, I would have firmly vetoed it.

Table II presents a summary of the 1979 examinations, showing what we had accomplished prior to Mr. Brown's announcement and the changes as a result of his

announcement. We should keep in mind that the family from Jaluit, that I found awaiting us in Majuro, were entitled to \$54.00/day throughout their stay on the island. There was a very good possibility that at least a month or longer would pass before they could return to their home island. Their two routine physical examinations would cost the Department of Energy \$1,674--and probably much more, depending on the Trust Territory ship schedules. A review of Table II reveals that prior to the September-October survey we had completed 98.6% of our examination of the exposed people of Rongelap and Ailinginai; 94.6% of the examinations of the exposed people of Utrik, and 84.6% of the matching unexposed group. A quick review of any long-term prospective study will reveal that those percentages are unusually high followup figures. The addition of a few patients--at great expense to the BNL medical program--will have little or no impact on our scientific data.

In addition, at the conclusion of our stay in Majuro we were presented with a bill from Reynold DeBrun for \$2,125 (please see Enclosure 9) for transportation of the Bikinians between Ejit and Majuro. Mr. Bill Scott, the BNL field director, was amazed at this bill. He stated that on our previous trip (May-June 1979), we had assumed that the Marshall Islands government was providing the transportation. Upon questioning Mr. Brown he admitted that he had made the arrangement for the use of the boat for our survey. We were unaware of any charges until the final day. If I had known the cost of transportation I would have made other arrangements for the examination of the Bikinians. As I explained to the Bikinians, we have no funds for their medical support, will do what we can with the resources provided. Mr. Brown again had made a unique, arbitrary decision, directly affecting the medical mission, both by precept and by financial commitment.

I totally agree

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I totally disagree with that decision. A third example of this independent, arbitrary type of action concerns the decision by Mr. Brown to pay the people of Ejit \$10.00 per visit to the wholebody counting team for the "dislocation allowance". Tony Greenhouse, director of the BNL wholebody counting team, has just informed me that this decision was made by Mr. Brown and ~~not~~ by Mr. Greenhouse. The preceding examples of Mr. Brown's direct, unsolicited interference with Brookhaven National Laboratory medical programs are very serious problems. When I questioned Mr. Brown in Honolulu on the return from the September-October survey about these problems, he explained, "I goofed". I fail to find that an adequate explanation.

I am therefore requesting a meeting as soon as possible between PASO, Las Vegas, and BNL principals in Washington, D.C. in Bruce Wachholz's office to document these problems and hopefully to find some solution.

Never done!

H. S. Pratt, M.D., Principal Investigator
Marshall Islands Study, Brookhaven National
Laboratory

HSP:mb

cc: Bruce Wachholz
Henry Wolff
Victor Bond
Donald Borg
Gen. M.E. Cates 
Roger Ray
Bill Stanley
Harry Brown
N.S. Oceanography
Jan Naidu
Tony Greenhouse
Robert Conard
Charles Meinhold
Theodore Murawski

Enclosure I

10/24/79

September-October 1979 Marshall Islands Survey Schedule

Traveler	Lv. Home	Majuro	Kwaj.	Rong.	Ujae	Kwaj.	Arr. Home
Dr. H. Pratt	Sept. 5	Sept. 8-15	Sept. 15-21	Sept. 22-27	Sept. 28-Oct. 4	Oct. 5-8	
S. Wynn	Sept. 5	Sept. 8-15	Sept. 15-21	Sept. 22-27	Sept. 28-Oct. 4	Oct. 5-8	
Dr. M. Mandlekern	Sept. 15	---	Sept. 17-21	Sept. 22-27	Sept. 28-Oct. 4	Oct. 5	Oct. 8
Dr. M. Stary	Sept. 5	Sept. 8-15	Sept. 15-17	---	---	---	Sept. 20
Dr. M. Territo	Sept. 5	Sept. 8-15	Sept. 15-21	---	---	---	Sept. 24
Dr. H. Heidinger	Sept. 20	---	Sept. 21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	Oct. 8
Dr. A. Krotoski	Sept. 13	---	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	Oct. 8
Dr. M. Krotoski	Sept. 13	---	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-8	Oct. 11
Dr. B. Paplia	Sept. 6	Sept. 8-15	Sept. 15-19	---	---	---	Sept. 22
M. Scott	Sept. 4	Sept. 6-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-8	Oct. 11
M. Nohar	Sept. 6	Sept. 8-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-8	Oct. 11
M. Brown	Sept. 4	Sept. 6-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-8	Oct. 11
Dr. J. L. Fisher	Sept. 15	Sept. 10-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-7	Oct. 7
Dr. J. L. Fisher	Sept. 15	Sept. 10-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-7	Oct. 7
Dr. J. L. Fisher	Sept. 15	---	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5-7	Oct. 7

September-October 1979 Marshall Islands Survey Schedule

Traveler	Lv. Home	Majuro	Kwaj.	Rong.	Utirik	Kwaj.	
Neamon	Sept. 21	---	---	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	5
J. Kabua	Sept. 5	Sept. 5-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	Oct. 5
P. Neotis	Sept. 7	Sept. 7-15	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	Oct. 5
N. Daos	Sept. 21	---	Sept. 15-21	Sept. 22-27	Sept. 28 Oct. 4	Oct. 5	Oct. 5

Enclosure 2

8/22/79

Radio announcement requested by Harry Brown. This is copied from Carmen Bigler's files.

This announcement is for the people of Rongelap and Utirik. The BNL medical team is scheduled to provide physical exams, dental and pediatric work on Majuro, Ebeye, Rongelap and Utirik. For those people who want to be examined and live on other islands and also have been issued a BNL I.D. card you may want to come to Majuro and Ebeye on a field trip ship and see the doctors. They will be on Majuro from Sept. 9th thru 15th. They will be on Ebeye from Sept. 15th thru 20th. You will be reimbursed for the cost of your transportation, food and expenses while on Majuro or Ebeye. Again this announcement is for the Rongelap and Utirik people with I.D. cards who live on other islands. The BNL doctors will be on Majuro Sept. 9-15 and Ebeye Sept. 15-20.

5052412

WILAS NONWD
WISTANLEY SENDS.

1. PER PHONCON FROM JIM WATT WE ARE INFORMED THAT YOU REQUESTED \$1,000 BE SENT TO BANK OF AMERICA TO PAY TRANSPORTATION COSTS AND SUBSISTENCE FOR THOSE RONGELAP AND UTIRIK PEOPLE WITH BNL I.D. CARDS WHO RECENTLY ARRIVED MAJURO OR EBEEYE FROM THEIR HOMES ON OTHER OUTER ISLANDS FOR THE PURPOSE OF RECEIVING AN EXAMINATION. THIS REQUEST IS A DIRECT RESULT OF THE ANNOUNCEMENT HARRY BROWN REQUESTED BE PUT ON THE AT (WSZO) THE WEEK OF AUGUST 24TH.

2. OUR SUGGESTION IS THAT THE MAKURO PE DIEM RATE OF \$27.50

PAGE 2 RUMBAK1322 UNCLAS NORAD
 IF PAID TO EACH COVERED PERSON AND YOU REIMBURSE EACH COVERED
 PERSON FOR THEIR ROUND TRIP TRANSPORTATION COSTS AND SUBSISTENCE
 WHILE ON BOARD SHIP. THESE ARE SPECIAL CIRCUMSTANCES AND NOT TO BE
 CONFUSED WITH THE DOE/TTP1 SUBSISTENCE AGREEMENT. THE SUBSISTENCE
 ON RETURN CAN BE ESTIMATED BASED ON COSTS INCURRED ON ONE WAY
 TO MAJURO OR BEYOND. PER DIEM COSTS CAN BE PAID THROUGH DAY OF NEXT
 SCHEDULED TRANSPORTATION TO THEIR ISLAND OF RESIDENCE. IF THE
 SCHEDULE SLIPS WE CAN MAKE A LATER ADJUSTMENT.

4. \$2,000 BEING SENT TO BANK OF AMERICA MAJURO AS AN ADVANCE TO BE
CLEARED PER NO. 3 ABOVE.

41322

Enclosure 4A

September 14, 1979

Manager
Bank of America, NT & SA
Majuro Branch
Majuro, Marshall Islands 96960

Dear Sir:

Pursuant to a cable communication received from the US Department of Energy (P1100302 SEP 79, copy attached) the sum of \$2000.00 is being sent to your bank for the payment of per diem and transportation to qualified individuals from Rongelap and Utrik who have travelled here for medical examinations. As I must leave Majuro this week I am requesting that these funds be deposited to the Nitijela General Fund Account No. 6071-504 in order that the Department of Finance of the Government of the Marshall Islands may expend the money for the purposes stipulated in the cable.

Sincerely,

Hugh S. Pratt, M.D.
Principal Investigator
Marshall Islands Program
Brookhaven National Laboratory
Upton, New York

(cc) Chief Secretary, Government of the Marshall Islands
Secretary of Finance
Treasurer
Nitijela

5052414

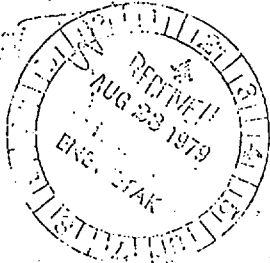
Enclosure

15

PLEASE ADVISE JASTIN WIDEN JOE SAUL THAT BUL MEDICAL TEAM WILL BE
ON ESEYE FOR SEPT 15 TO 20 TO PERFORM PHYSICAL EXAMS. HIS
TRANSPORTATION FOR EREWETAN TO ESEYE AND RETURN PLUS NORMAL
EXPENSES WILL BE PAID BY ESEYE IF HE WISHES TO COME FOR AN EXAM.
HARRY BROWN SENDS
BT

3668

*Copy of original. Held by 3. but sent
please sign*



7

12

BROOKHAVEN NATIONAL LABORATORY

MEMORANDUM

DATE: July 12, 1979

TO: Dr. Robert B. Aronson

FROM: Hugh S. Pratt, M.D.

SUBJECT: Washington, D.C. - Trip Report
July 20, 1979

The meeting was set up specifically with Walter Weyzen and Bruce Wachholz to discuss the commitments for expansion for the BNL Medical Survey Program to include at least the island of Likiep and probably a number of other atolls above 8° north latitude. When I arrived at DOE headquarters at about 10:00 AM I immediately saw Walter Weyzen (he had kindly agreed to come in on leave for this discussion). I explained to Walter that I was in receipt of a number of pieces of correspondence coming primarily from the Department of Interior from Ruth VanCleave addressed to Tony deBrum in the Marshall Islands, indicating that the DOE/BNL Medical Survey of September 1979 would probably be expanded to include a survey of the people of Likiep. Before going to Washington I had developed a position paper entitled "Expansion Plan - Marshall Islands Program" addressing the manpower requirements for the basic survey team and then detailed logistic requirements in manpower and man days for examinations of all of the islands under consideration. On the 19th of July, I discussed this position paper with Dr. Aronson and Dr. Borg. It was the feeling of Dr. Borg that we should make it perfectly clear that the BNL mandate was to gather accurate scientific data on the long term effects of ionizing radiation on the people of Rongelap and Utirik. He understood of course that the program had evolved gradually over the ensuing twenty-five years and that it now included an element of primary care but he emphasized that the primary care aspects of this program were a secondary consideration in the role of gathering research data. He wanted me to make this point clear to Dr. Weyzen and Dr. Wachholz that he was concerned that any major expansion in the primary care area would dilute the research effort to the point of no return. This was exactly the same position that I took in December 1978 in the position paper submitted to the Department of Energy on the future plans for the Marshall Islands study. The prime moving force for all of these commitments by DOI of DOE's resources came apparently from the recent visit of Tony deBrum and a delegation from the Marshall Islands to the United States and to the United Nations. Tony deBrum had circulated a "medical questionnaire" that he said indicated the presence of an unusually high incidence of thyroid disease and congenital abnormalities in the people of Likiep, and he claims that these people were exposed to an increased amount of radiation due to the nuclear tests on Bikini and Eniwetok. In essence, he demanded a medical survey of these islands as soon as possible. I explained to the group at DOE that the Brookhaven National Laboratory staff consists of myself, and Bill Scott at BNL, on Kwajalein we have Peter Heotis, a laboratory technician and Jenuk Kabua, R.N.. That is our entire staff. At the present time, we are hardly able to meet our present commitments and any projected expansion of the magnitude suggested by the correspondence I'd seen was totally impossible under the existing funding and manpower. I explained to them in detail that since the

staff that we take to the Pacific is a voluntary staff, or at least a staff recruited from major teaching and private institutions, that we need to plan at least six months ahead of time for that staff for each trip and in addition the logistic requirements are specific for each survey, and they require a minimum of three months with four months optimum lead time to order, ship and have materials ready for the participants when the survey begins. I suggested to Dr. Weyzen and Dr. Wachholz that I would like to transfer this information to the Department of Interior, specifically to John deYoung and to Ruth Van Cleave to give them some feel for the magnitude of the problems and the inadvisability of our short term commitments for changes in the BNL medical survey schedule.

Since a tentative commitment had been made to Tony deBrum to "do something" before the end of the year, I suggested that since the data that we currently had available from his survey was open to question that DOE contract with one or two recognized epidemiologists and a general medical officer to travel to the islands the islands in question and to redo with sound epidemiologic techniques the survey that Tony had presented. If indeed, we find an unexpected incidence of thyroid problems, or congenital abnormalities, on the basis of the available statistics, then we could begin to plan for a more rational and complete medical survey. Dr. Weyzen suggested Dr. Irving Tabershaw Incorporated. This is a contract occupational medicine group operating out of Rockville, Maryland (8-202-881-6920) and this group had the personnel available to mount such a survey. I contacted Dr. Tabershaw and he said that he has a group of 32 professionals engaged in occupational health consultation, including areas of toxicology, epidemiology and industrial hygiene and that he would be delighted to discuss this project with me in the future. From our short conversation, it sounds as though he is very well qualified. He states that he had previously worked with the Atomic Energy Commission and was familiar with the problems involving environmental impact of radiation hazards. We felt that this type of a survey would not completely satisfy Tony deBrum but at least it would give us a much more rational basis for future planning for the care of these islands should it occur. Bruce Wachholz stated that he felt that we should plan some-time during calendar 1980, preferably during the first six months, a detailed visit to Likiep. I explained to him the constraints of the major BNL trip in January and February and the subsequent trips we have in May and June and he suggested the BNL Resident Physician, Dr. Rittmaster, with a group of contract physicians might be able to make a single survey to Likiep and to Wotje covering a period of about four weeks between the two previously scheduled BNL surveys. We are currently investigating the possibility of mounting such an effort. It will require significant increase in funding in the PASO office, however, it will be a minimal increase of funding for BNL during the initial survey. However, I'm sure that a survey of close to 1,000 people on Wotje and Likiep is going to discover a significant number of thyroid nodules and if these nodules are handled as the previous protocol has indicated, they would be returned to the United States for examination at BNL prior to surgery at Case Western Reserve. It would not be unusual to find 20 new cases of thyroid disease in a population this size. This would represent a very significant increase in the BNL budget and expenditures for patient care plus a very large increase in the budget of PASO to support such a large survey effort. I discussed with Dr. Weyzen the escalating cost being accrued by the PASO office and received permission to have medical care in Honolulu for Arbela and Aik Riklon. These two cases are specifically related to our Rongelap-Utirik study. But again they will expand the clinical care budget for PASO. Dr. Weyzen informed me that a Program Manager's money at the Department of Energy had been returned to the office of the Under Secretary for allocation at that level and that at this point he could make no solid commitments

as to funds, but that he felt the study patients should be cared for as indicated.

In the afternoon, Bruce Wachholz and I had a meeting lasting approximately 3 hours, with John de Young and Ruth Van Cleve in the Department of Interior. The meeting was held primarily to apprise them of the logistics and planning characteristics of the medical surveys so that they could understand why it was impossible to make sudden radical changes in the logistic and manpower requirements of those surveys while they're in the latter planning stages or in the field. They were rather surprised and very appreciative of this information. In addition, we discussed at some length the question of compensation for patients in the study group who had undergone two major surgeries. The most important case at the present time involves Hermita Boas who has developed hypoparathyroidism from her surgery in Guam. I informed them that I knew of at least two or three other patients who had had two major surgical procedures and assured them that I would gather that clinical data as soon as possible and pass it on to the Department of Interior for inclusion in their bill going to Congress to establish a double compensation clause in the present compensation bill. The meeting adjourned at 5 PM and I then returned to Long Island. The following day I contacted Dr. Aronson and informed him of the outcome of the meeting. On Monday morning at 7 AM I took off for Cleveland to support the Marshall Island patients at Cleveland's Metropolitan Hospital (Case Western Reserve) who were being treated by Dr. Brown Dobyns. Dr. Dobyns had requested my presence during the operative period. The visit to Cleveland was uneventful. The patients underwent surgery on Monday and Tuesday and I returned to Long Island on Wednesday evening. It would appear from the gross specimens and from frozen sections that Minje Kel, exposed from Utirik, probably has a carcinoma that was well encapsulated. In addition, the last case that was done, Namiko Juda, who is an unexposed Utirik lady, probably also has carcinoma. The remainder of the 9 patients had either adenomas or were examined for post-operative follow-up. Of interest, Winton Kel, son of Minje had undergone a thyroidectomy in Tripler Hospital for a mixed papillary follicular carcinoma in 1976. Repeat scans at Tripler had revealed that he had diffused pulmonary metastases however workup at BNL revealed no evidence of pulmonary metastases therefore Dr. Brown Dobyns did a radical nectosection on the left where the scan had indicated some functioning thyroid tissue. This was excised en bloc and Dr. Dobyns now feels that Winton has a good prognosis. Arrangements were made as soon as the patients were able to leave the hospital to move them into the nurses quarters thereby reducing their costs from \$260/day to \$5/day and reservations were made for the entire group to fly to Honolulu on July 16, United Flight #3, to be met by the PASO staff for transfer to Majuro on the 18th.

BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

(516) 345-
FTS 666-3577

Medical Department

June 25, 1979

William J. Stanley, Director
U.S. Department of Energy
Pacific Area Support Office
P.O. Box 29939
Honolulu, Hawaii 96820

8

Dear Bill,

I just returned from our last survey to the Marshalls and in the process of sorting through five weeks of mail, found your letter of June 11th concerning the RV Litkanur II registration, crew qualification and related matters. I was truly sorry to have missed you on the way out in May and on the way back in June. I always look forward to our visits. I'm sure that Harry has filled you in on our two discussions concerning the possibility of future logistic changes. In addition, I have just completed dictating the trip report for the last survey and will get a copy off to you as soon as possible.

In your letter of June 11th, your second paragraph, you note that DOE does have "... an excellent vessel for our current mission." I'm afraid, from the standpoint of the BNL medical team that we are unable to support that opinion. I understand the very grey area that the ship falls into from the standpoint of official Coast Guard regulations concerning certification of crew. I find it amazing in Commander Utara's letter to you of 1 June 1979 regarding the crew of the Litkanur II that Otterman, Coberly, Whitney, Goschen and Wrightman are listed as Able Seaman and Conway and Duckett as ordinary seaman wipers. As I understand it, and I would greatly appreciate it if you would correct me on this, I believe that Keith Coberly has his Masters papers. Is that not correct? I believe that it was the consensus of the group that met in Germantown on March 29th that the contract vessel comply with the Occupational Health and Safety Guide as published by Brookhaven National Laboratory under Marine Safety. ~~I am enclosing a copy of the first 5 pages~~ of that document to refresh your memory. I thought that all members of that discussion group had a copy. On page 5 of that document under Responsibilities it states that the Department Chairman, in this case Dr. Cronkite, is responsible for insuring implementation of this guide. "Specifically they shall designate qualified and licensed Masters and a Marine Supervisor. I have discussed this matter with Dr. Cronkite and he has agreed completely that whoever is in control of the BNL medical

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survey ship shall be qualified and licensed as a Master. I then invite your attention to page 4 under Definitions, Section D Master (qualified and licensed) a person responsible for the operation of the vessel who has had experience with similar vessels on a body of water like that on which the individual expects to operate and who holds a validated operators or superior license. Those in essence are the requirements for BNL participation in a survey. There is another item in the letter of the 11th, namely, a letter dated 17 April 1979 to Mr. Otterman from Commander Utara. I quote at length from that letter because these are very important quotations and differentiations. "With reference to your letter of 13 April 1979, I find the Litkanur II, ON572028 an oceanographic research vessel as defined in Section 441 of Title 46 U.S. Code. An oceanographic research vessel is not considered a "passenger vessel" or a "vessel carrying passengers" or a "passenger carrying vessel" under the provisions of the U.S. Merchant Vessel Inspection and Manning Laws. Additionally, an oceanographic research vessel shall not be deemed to be engaged in trade or commerce. However, all other regulations remain applicable. Now the most important paragraph of all in this entire letter is included in the next few lines "you are reminded that my determination is predicated upon the assurance that the Litkanur II is being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research. I end my quotation of the letter at that point and I would like to make it perfectly clear that Brookhaven Medical Survey team is in no way involved in oceanographic or limnographic research, or that this ship is used exclusively in an oceanographic research program. The BNL medical program is basically a passenger carrying program, the passengers being the medical survey team and such patients and passengers as are deemed necessary for completion of our assigned mission by the Department of Energy. To label what we are doing "oceanographic work" is a complete misnomer. Therefore, under the intent of this letter I would say the Litkanur II could not be considered an oceanographic research vessel and would request that Commander Utara reevaluate the requirements for the operation and manning of this vessel.

Bill, I understand the very difficult problems you've had dealing with these very fuzzy regulations relative to this ship and I wish that they could have been avoided. Hopefully some suitable alternative will be found in the near future. I would like to end on a happy note. Our last survey aboard the Litkanur, with a qualified Master aboard, Keith Coberly, was a marked improvement over our previous survey. There was still some discrepancies as I have noted in my trip report but basically the medical survey team and the ship's company worked together in close harmony and we greatly appreciated the support given us by Wayne Munk. I hope that future surveys will continue to function as smoothly.

I'd be very interested in your responses and U.S. Oceanographic's responses to the definition of the mission of this vessel and to the Coast Guard's reaction to the very distinct difference between its use as a support ship for a medical mission and oceanographic research.

Sincerely,



Hugh S. Pratt, M.D.
Director, BNL-Marshall Islands Survey

HSP:gc
CC: Bruce Wachholz, Ph.D., DOE
Walter Weyzen, M.D., DOE
Roger Ray, DOE, NV
Enc.

5052420

OCCUPATIONAL HEALTH AND SAFETY GUIDE

February 8, 1979

MARINE SAFETY

1.12.0

Table of Contents

	Page No.	
I. Introduction.....	3	8A
II. Scope.....	3	
III. Classifications.....	3	
IV. Definitions.....	4	
V. Responsibilities.....	5	
VI. Requirements.....	9	
A. Administrative.....	9	
1. Documents.....	9	
2. Operating Manual.....	9	
3. Inspections.....	9	
a) General Arrangement Drawings.....	9	
b) Markings.....	9	
c) Maintenance.....	10	
d) Emergency Equipment.....	10	
B. Equipment.....	10	
1. Flotation.....	10	
a) Lifeboats.....	10	
b) Liferafts.....	11	
c) Life Preservers.....	11	
d) Workvests.....	12	
e) Life Ring Buoys.....	12	
f) Small Craft.....	12	
2. Distress Signals.....	12	
3. Fire Fighting.....	13	
a) Portable Fire Extinguishers.....	13	
b) Fixed Extinguishing Systems.....	13	
c) Fire Pumps.....	13	
d) Tests and Inspections.....	14	
4. Electrical.....	14	
a) Electrical Equipment.....	14	
b) Batteries.....	14	
c) Circuits.....	15	

Table of Contents (Cont'd)

	<u>Page No.</u>
d) Portable Equipment.....	15
e) Emergency Lighting.....	15
5. Propulsion.....	15
a) Propulsion Equipment.....	15
b) Malfunctions.....	15
c) Fuel Systems.....	15
d) Engine Instruments.....	15
6. Vessel Handling.....	16
a) Lines.....	16
b) Anchor.....	16
c) Steering System.....	16
7. Scientific.....	16
a) Scientific Equipment.....	16
b) Large Structures.....	16
8. Rigging Equipment.....	17
9. Communications.....	17
a) Radios.....	17
b) Emergency Power.....	17
c) Reporting.....	17
d) Base Radio.....	18
e) Emergency Position Indicating Radio Beacon.....	18
10. Medical.....	18
C. Operational Requirements.....	18
1. Station Bills.....	18
2. Drills.....	18
3. Logbook.....	18
4. Cruise Plans.....	19
5. Post Cruise Report.....	19
6. Deck Surfaces.....	19
7. Sanitation.....	20
8. Stability.....	20
9. Watertight Integrity.....	20
10. Alcoholic Beverages.....	21
11. Passengers.....	21
D. Qualifications for Masters.....	21
E. Training.....	21

APPENDIX

A-1. Fire Extinguisher Classifications.....	22
A-2. No. & Distr. of Fire Extinguishers (less than 65 ft).....	23
A-3. No. & Distr. of Fire Extinguishers (65 ft to 300 gross tons)...	24
B. Williamson Turn.....	25
C. Emergency Procedures.....	26
D. References.....	28
E. Index of Required Items for Various Vessels.....	29

I. INTRODUCTION

Research at Brookhaven National Laboratory involving the use of marine craft, associated equipment and personnel necessitates a guide to coordinate and standardize a uniform safety effort during such operations.

It is essential that marine operations be performed in the safest manner practicable, in order to minimize hazards to personnel and property.

II. SCOPE

This guide covers marine operations in all types and sizes of marine craft (under direct control of, or charter by, BNL) with respect to preparedness, prevention, control and counteraction of marine incidents in addition to safe guarding of personnel, and equipment. All marine operations shall be consistent with the requirements of this guide and with applicable federal, state and local regulations. Diving operations are covered under Guide 1.12.1.

III. CLASSIFICATIONS

A. Motorboat. Vessels 65 feet and under, and equipped with propulsion machinery. Motorboats are classed as

1. Class A - less than 16 feet.
2. Class 1 - 16 feet to less than 26 feet.
3. Class 2 - 26 feet to less than 40 feet.
4. Class 3 - 40 feet to 65 feet.

B. Motor Vessels. Any vessel more than 65 feet which is propelled by machinery.

C. Small Craft. Craft such as, but not limited to, punts, canoes, inflatable and rafts.

D. Vessel. Every type of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on the water.

IV. DEFINITIONS

A. Cruise Plan. Any scheduled voyage.

B. Limnology. Scientific study of physical, chemical, meteorological, and biological conditions in fresh water, especially of ponds and lakes.

C. Logbook. An official record for entries with respect to time of departures/arrivals, tests, drills, and inspection, fuel oil data, drafts, change of personnel assignments, casualties (personnel and material), unusual occurrences, etc. Such logs or records shall be retained for the life of the vessel.

D. Master (Qualified and Licensed). A person responsible for the operation of the vessel and who has had experience with similar vessels on a body of water like that on which the individual expects to operate and who holds a validated operator's or a superior license.

E. Marine Supervisor. A person responsible for the state of readiness of the vessel and crews, scheduling tests and repairs, maintaining all records pertaining to vessels, and procuring supplies.

F. Markings. Identification of emergency equipment, instructions and controls for the guidance of the persons on board in case of an emergency.

G. Owners Certificate. A letter, certificate or plaque certifying that the vessel is operated as an oceanographic research vessel under the laws of the United States.

H. Oceanographic Research Vessel. A vessel employed exclusively in oceanography or limnology, or both, or exclusively in oceanographic research,

including, but not limited to, studies pertaining to the sea as seismic, gravity meter and magnetic exploration and other marine geophysical or geological surveys, atmospheric research, and biological research.

I. Principal Investigator. Chief scientist on the vessel in charge of the scientific crew, and the on scene representative of the Department Chairman/Division Head.

J. Scientific Personnel. Those persons aboard a vessel solely for the purpose of engaging in scientific research or receiving instruction in oceanography or limnology. Scientific personnel are not considered "passengers" or "crew members," but are included as "persons" when requirements are based on total persons on board.

K. Station Bill. A document posted in conspicuous locations in the vessel setting forth the emergency assignments and duties of all personnel on board, and signals for announcing emergencies.

V. RESPONSIBILITIES

A. Department Chairmen/Division Heads are responsible for ensuring implementation of this Guide. Specifically they shall designate qualified and licensed Masters and a Marine Supervisor.

B. The Master of the vessel, regardless of its size, is responsible for the safety of all persons aboard the vessel, for the safe operation and condition of the vessel and to assure that all requirements of this guide are satisfied. Additionally the Master is responsible for the following:

1. To conduct the overall vessel administration, organization, and training of the crew in emergency procedures.



Department of Energy
Pacific Area Support Office
P. O. Box 29939
Honolulu, Hawaii 96820

JUN 4 1979

From
Harry Brown
please see
page (3)

W. J. Stanley, Director
Pacific Area Support Office

TRIP REPORT - MAJURO, KILI, JALUIT

Background

On May 12, 1979, I traveled to Majuro to assist the BNL Medical and Whole Body Counting teams and to represent DOE in meetings with Marshall Islands Government officials.

On May 14, Roger Ray and I met with President Amata Kabua and the Ministers of State. The President seemed disturbed that the Marshalls people felt they were not getting all the facts from the U.S. Government as to health problems due to radiation. He cited "57 thyroid problems" in Likiep and made vague references to an official U.S. document which showed high levels of radiation in Bikar and Bokar in the Northern Marshalls. He also said that the birds there were dying and had very little body weight.

The Bikar-Bokar news was rather shocking to us and Roger pointed out that the birds were so thick on Bikar that the helicopters had to fly higher than usual to prevent them from getting caught in the blades. General assurances were given that there were no indications of high levels at Bikar or Likiep and that more complete data would be available in the fall of 1979.

The President also was upset in that he somehow felt that having us meeting the Board of Tobolar (the copra processing plant) and discussing sample taking, could damage the reputation of the plant because the buyers of their oil and copra cake might be scared off by the thought of Bikini copra being processed there. Roger assured him and the Cabinet that our only interest was to understand the process so it could be closely duplicated in the laboratory, and that we wanted to be completely above board in that regard. (A later conversation between the President and myself indicated that the emotional aspect of Bikini copra and the potential impact on their market if it was somehow associated with the Tobolar plant, blotted out this explanation.)

Whole Body Counting

A boat was made available from the Marshalls Government's Department of R&D and we went to Ejit (10 minutes from downtown Majuro) and met with the elders and leaders. There were about 55 Kilians (Bikinians) living there as part of the resettlement program. They seemed to welcome the chance to be counted and of course saw us as doctors who were there to take care of them. We tried to dispel this notion by explaining what the Whole Body Counting (WBC) was for. Each person over 5 years of age was paid \$10 to provide them with funds to buy meals, take taxis, etc. while in Majuro. The people were returned to Ejit each night and the counting took place from May 15 through 17. The WBC trailer is in bad shape as it suffers from maladies associated with old age and a life of debauchery. While we were successful in getting the air conditioners repaired we did not have the same good fortune with the roof, and deterioration continues. We negotiated for a ship to go to Kili and ended up with the M.V. Marshall Islands which runs on DC current, although the trailer uses AC. While the Marshalls Government made every effort to provide us with a working generator we ended up in the communications station clearing with the people of Kili and Jaluit Atoll the idea of picking up the people at Kili and performing the counting dockside at Jaluit Atoll using regular shorepower. A deal was struck with the people from Kili welcoming a "weekend" in Jaluit, an atoll with amenities and an abundance of fish.

The WBC was performed in this manner. Only 15 people went from Kili to Jaluit for counting purposes. The others said they would welcome being checked but the death of an infant on Kili involved social obligations at Kili. The health aide and his family also stayed because of his duties but indicated if we had a replacement he would have been glad to come. All in all we were well received. The people were in unison as to wanting to know when the Enyu decision would be forthcoming. There was no closeout meeting at Kili. I asked the Acting Magistrate if he wanted one, but due to the funeral ceremony and the fact the many council members were off island he declined after I assured him that the radiation levels in their bodies continued to drop as expected and presented no known danger to the people. He was to have explained this to the other leaders.

In all, 127 persons were counted from Kili, Ejit and Majuro, 81 of whom were present on Bikini in April 1978. I was told by BNL personnel that between the January counting and this latest exercise, all but a handful of people had been counted.

We returned to Majuro on Wednesday, May 23rd, and had a very interesting meeting with the Bikinians on Ejit later that day. There were four major points I emphasized several times:

1. There are no known radiation problems which would cause them health problems because of the time they lived on Bikini after 1972.
2. Enyu data was being very carefully analyzed at the Washington level and any decision would come from the DOI after advice from DOE.
3. ~~The BNL medical team did not examine them because they expected to find health problems due to radiation;~~ rather it was a courtesy examination because BNL was there anyhow to examine Rongelap and Utirik people and to hold a pediatrics clinic. *what does this mean?*
4. Wherever the Bikinians go, the U.S. Government will stay aware of the state of their health and environment.

The Bikinians wanted us to know:

1. They feel unwanted and need a place to call home.
2. They want the U.S. to keep checking them.

The Brookhaven WBC technical personnel performed in an excellent manner, worked long hours and kept a good rapport with the Bikinians. The participation of Evie Craighead as a translator was invaluable.

BNL Medical Program

not hoped for - required!
This seemed to go well for Dr. Pratt and his group although some of the ~~hoped for~~ meetings with Rongelap and Utirik and Bikini people took place more on an individual basis rather than in groups. Many Bikinians from Ejit were also examined although I had departed for Kili and have no specifics.

Rongelap and Utirik Per Diem Problems

There are perhaps \$45,000 of unpaid claims under the expired (September 30, 1978) DOE/TTPI agreement and an unknown amount since then that will be picked up under the new proposed agreement which is now being reviewed by the High Commissioner and Marshalls Government.

I had numerous meetings with Chief Secretary Oscar DeBrum, Hospital Administrator Don Wilson, Budget Officer Rodger Cotting, Vice Speaker of the Nitijela Legislature Namo Hermios and Utirik Nitijela Representative Donald Matthews regarding past claims and the proposed

new agreement. By the Hospital Administrator's own admission, the medical records are so bad that it is virtually impossible to submit an accurate claim. The only claims list available is one put together by a defeated politician who was running from Utirik. All of us agreed that this would not be acceptable and the Marshalls Government once more agreed to send us a revised list based on good judgment where medical records were inadequate.

Recommendations

1. DOE HIRE AND TRAIN A MARSHALLESE ON MAJURO

True!
The "tarnished" image of DOE in the Marshalls and the mistrust of our motives and personnel should be squarely addressed. The hiring of a Marshallese is certainly not the complete answer but the right person could make a big difference. Now we have no one to answer questions on the medical and environmental programs once DOE or contractor personnel leave the island. A competent person could take over the administration of Rongelap/Utirik per diem claims so as to prevent a mess as described above from recurring. Support arrangements for our personnel could be handled expeditiously. (Bikini copra sat at Air Micronesia for months because they were afraid to ship it without assurance that it was not dangerous.) The Marshallese could have a Marshallese speaking focal point to convey problems either real or imagined. NOTE: This service would have to be provided through contractual arrangements not through a Federal DOE employee.
Action: If approved by NV/HQ the Chief Secretary could be asked to gather a list of candidates to interview. The person could be hired, trained (PASO/NV/HQ/BNL/LLL) and established in an office in Majuro. The cost per year is estimated to be about \$20,000. This would include salary and fringes \$12,000, travel \$1,000, office space, vehicle, supplies, misc. \$9,000. PASO to serve as administrative supervisor and focal point for info, in and out.

2. CONTRACTOR PERSONNEL CHANNEL ALL LOGISTIC SUPPORT REQUESTS THROUGH PASO

BNL personnel in many cases write directly to government officials in the Marshalls requesting meetings, boats, maintenance of equipment, etc. and then are disappointed if they get there and the requests are not honored. This past trip revealed numerous examples:

- a. The meeting with Rongelap/Utirik people was not set up.
 - b. Sample bottles never arrived in Majuro.
 - c. Small boat support from Ejit to Majuro was not negotiated in advance with a resulting overcharge.
 - d. WBC trailer maintenance not performed.
3. PUBLIC INFORMATION ANNOUNCEMENTS SHOULD BE SENT THROUGH PASO TO MAJURO FOR TRANSLATED BROADCAST ON WSZO, PARTICULARLY FOR BNL MEDICAL VISITS

The people on Rongelap and Utirik would be better prepared for the visits and the few exposed or control persons living places other than Rongelap, Utirik Majuro, or Ebeye would have the opportunity to travel to one of those places for examination. (One control person on Kili very much wanted to be examined.) I committed us to picking up his transportation costs to Majuro and return the next time BNL came there.

4. FUTURE WBC TRIPS BE LAID OUT IN ADVANCE AND INTEGRATED INTO LIKTANUR II SCHEDULE

This trip cost us at least \$7,000 more than it had to by using a Marshalls Government ship. It also used a valuable Marshalls asset again after we were criticized previously for using their ship.

5. DOE PRODUCE A HIGH LEVEL DELEGATION TO INTERFACE, IN THE MARSHALLS, WITH THE LEADERS OF THE MARSHALLS GOVERNMENT

Needless to say this should be well planned, fully coordinated with the President of the Marshall Islands and the High Commissioner, and be geared to presenting an overview on present DOE programs in the Pacific, their evaluation, present scope and future plans if any. The USG is entering into a new, more democratic relationship with the Marshall Islands and to this end, in my view, we should fully enjoin them to our efforts as friends and partners.

Harry L. Brown
H. U. Brown
Program Liaison Officer

OP-368
HUB:jhf

TRIP REPORT - MAJURO, KILI, JALUIT -6-

cc: Roger Ray, APO, NV
Nat Greenhouse, BNL
Dr. Hugh Pratt, BNL
Dr. Bruce Wachholz, EV/HQ
H&N/PTD

5052431

Officer in Charge
Marine Inspection
P. O. Box 3160
Honolulu, HI 96802
Phone: 546-5564

16710
17 April 1979

Mr. C. E. Otterman
Owner, LIKTANUR II
666 Prospect Penthouse 1
Honolulu, HI 96813

Dear Mr. Otterman:

With reference to your letter of 13 April 1979, I find the LIKTANUR II, O.N. 572028, an oceanographic research vessel as defined in Section 441 of Title 46 United States Code. An oceanographic research vessel is not considered a "passenger vessel", a "vessel carrying passengers", or a "passenger carrying vessel" under the provisions of the U.S. merchant vessel inspection and manning laws. Additionally, an oceanographic research vessel shall not be deemed to be engaged in trade or commerce. However, all other regulations remain applicable.

You are reminded that my determination is predicated upon the assurance that the LIKTANUR II is being employed exclusively in instruction in oceanography or limnology, or both, or exclusively in oceanographic research.

If your vessel, at any time, engages in any trade or commerce, it will no longer be considered an oceanographic research vessel and will be subject to the applicable provisions of laws and regulations governing such activities.

If you have any questions, do not hesitate to contact this office.

Sincerely,

A. D. ITAPA
Commander, U.S. Coast Guard
Officer in Charge
Marine Inspection

cyT: Doc,

JWA A

5052432



Department of Energy
Pacific Area Support Office
P.O. Box 29939
Honolulu, Hawaii 96820

APR 16 1979

Dr. Hugh S. Pratt, M.D.
Brookhaven National Laboratory
Associated Universities, Inc.
Medical Department
Upton, L.I., N.Y. 11973

Dear Hugh:

PER DIEM DISCUSSIONS

In accordance with our discussions today, let us consider Harry
Brown's letter to you dated February 25, 1979, above subject, and
your reply dated March 16, 1979, as withdrawn. I have destroyed all
file copies - why?

Regards,

W. J. Stanley
Director

OP-251
WJS:ldh

5052433

12

BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

(516) 344-3577

Medical Department

March 16, 1979

10

Mr. W. J. Stanley
Director
Department of Energy
Pacific Area Support Office
P.O. Box 22939
Honolulu, Hawaii 96820

Dear Bill:

I am enclosing a copy of a letter that I found in my mail when I returned to Brookhaven from Harry Brown regarding the per diem arrangements for Trust Territory personnel accompanying the BNL Medical Survey.

I find the contents of the letter quite confusing. If I remember correctly, on at least two occasions Bob Conard and you had discussed the standard operating procedure established by your office for reimbursement of T.T. personnel. As I understood the conversation, you were very reluctant to approve BNL level per diem for T.T. personnel on these trips. Both Bob and I were concerned about the discrepancy between the reimbursement for T.T. personnel and for BNL personnel, and we knew that they were aware of this discrepancy. As I remember it, the final resolution of the problem occurred when you suggested that we pay them a "supplemental" income unofficially out of our survey general fund. I think we used the term "compensatory pay" and it amounted to an additional \$5.00/day at sea and in the outer islands. On the basis of those conversations, and upon the instructions of Bob Conard immediately prior to this trip, these were the rules that I followed. Consequently, I paid John Iaman and the three technicians \$70.00 apiece for their fourteen days on the trip. John Iaman never indicated to me that there was any disagreement with this reimbursement policy. However, it appears that John talked to Harry during the short period that Harry was on Kwajalein following the return of the ship. I was on Kwajalein during that same period of time and something as important as this, I feel, should have been brought to my attention.

12

We are very much dependent upon the cooperation of the T.T. personnel, especially John Iaman, for the successful completion of these surveys, and I am afraid that the incremental difference between T.T. per diem and BNL per diem is of a sufficient magnitude to make the participants of the last survey feel that they have been underpaid by a very significant amount.

Mr. W. J. Stanley

Page Two

I would interpret the last sentence of the second paragraph of Harry's letter to indicate that John Laman had issued an ultimatum that either we pay BNL per diem rates or we will not have the services of T.T. personnel. As far as I am concerned, I think they are worth every cent of it but, per our previous discussions, I thought that attempting to utilize these rates would present some problems for you in relation to T.T. finance and with OMB. OMB!

I hate to keep dropping these thorny problems on you, but they seem to keep arising and you are the only person I can turn to for resolution. I want to thank you again for your role as mediator in our recent conferences. I am afraid that without your help they would have been much more unproductive than they were. I have an appointment to discuss many of the recent survey problems with Walter Weyzen in Washington next Monday and will inform him of the crucial role you played in calming the waters. In relation to this per diem thing, I would appreciate your thoughts on it and will be delighted to move in whatever direction you feel is indicated.

Warm regards,

Hugh S. Pratt, M.D.

bwa

5052436

B. H. C. T.

Medical Department

(516) 345- 3577

April 13, 1979

Mr. William J. Stanley, Director
U.S. Department of Energy
Pacific Area Support Office
P. O. Box 29939
Honolulu, Hawaii 96820

Dear Bill,

I want to apologize for the delay in getting this logistic letter off to you concerning the May-June survey, However it seems that the ground rules for this examination are changing daily. I have been make frequent trips to Washington to speak to the Department of Energy and Department of Interior to try to obtain some commitment as to how we should handle the examination of the people of Bikini. As things stand now, we know that Representative Burton is in the process of writing a bill that will apparently pass through Congress rapidly to present enabling legislation for some unspecified agency to pick up the medical care of the Bikinians in much the same manner as the people of Rongelap and Utirik. To make the picture even more complex every other day I hear conflicting opinion about a shipload of Bikinians being transported from Kili to Majuro to be present on the island for whole body counting at the same time that the medical team will be there, i.e., May 14 - 20. If this should, in fact, occur it would change the logistic requirements entirely. I have brought this point home on several occasions to Walter Weyzen and to others in Washington and as I understand it, presently the projected transfer of the people of Kili to Majuro is being held in abeyance. As we discussed in Walter's office I agree with you and Roger that the concept of moving 100 people to a testing machine really is stretching the point. It would be much better to put a whole body counter on Kili for future studies. However, it does appear that we will be responsible for a physical examination of the 60 Bikinians that Tony Greenhouse discovered on Majuro in his last survey. Consequently, as of today, I have changed the composition of our survey group. Please see enclosure 1. I have added Don Paglia, M.D., who I believe you know and has been out before with Bob. He is an excellent hematologist and clinician and will be able to help us in Majuro and Ebeye. Since we will be doing a number of the standard examinations by the protocol, Bill Scott will also be accompanying us for the first half of the trip and he and Don Paglia will return from Kwajalein before we start the outer island survey. At the present time it appears that we will have ten people in the scientific party for the outer islands survey. This will include 3 women and 7 men. As we discussed in Washington, there is the possibility that we might pick up as many as 4 or

13

5052436

5 patients on the outer islands that will need to be transported back to Kwajalein to be reexamined by Dr. Brown Dobyns prior to transfer to the United States for evaluation and surgery. So that possibly the medical party could expand to 14 or 15 people including patients. Under these circumstances, your suggestion that we might put both of the medical examination trailers aboard the ship and can figure one trailer as a bunking trailer while using the other trailer for the physical examination trailer seems entirely feasible. I would anticipate that during this part of the year we'll be encountering a considerable amount of rain and that the canvas covering that we have previously discussed will be fabricated and ready to use aboard the ship during the survey. I hope that some restudy of the storage capability of the ship has revealed some new storage areas because our gifts to the outer islands on this survey will be very similar to the last trip. I would greatly appreciate it if we could obtain and carry with us the following gift foods: 10 cases of apples, 10 cases of oranges, 25 cases of diet Cola, 1,500 lb. rice, 360 (1 1/2 lb.) cans of beef stew, 240 cans of Spam, 3 bags of donut mix (50 lb. bags) and 20 (3 lb. cans) of shortening, 120 cans of baked beans (large), 18 cases of powdered milk, 6 cases of oat meal, and 300 lbs. of dried beans. In addition, from the standpoint of housekeeping and for the physical examination tables, we will need at least 85 sheets and about 50 towels to be used by the scientific party for berthing and examinations during the outer islands survey.

At the present time, Bill Scott is working frantically to make arrangements for the air shipment of our medical equipment. As of today, we have 10 to 12 boxes which we anticipate shipping by commercial air to San Francisco and then transferring to Travis Air Force Base for transportation to Honolulu via MAC. Bill has already talked to Mr. Koga and Louise Sutton about this shipment. Of course it is imperative that this shipment reach Majuro the second week in May since we expect to arrive on the island on May 14th. We would appreciate any help that you could give us on that end in expediting the transfer of the shipment. Peter Heotis and Januk will be going down to Majuro about May 9th to make preliminary arrangements there and to set up the car rentals.

I just finished talking to our Travel Agent here and I have it set up so that I will arrive in Honolulu at about 11:30 PM on the 9th. Would it fit into your schedule if we could meet in your office at about 10:00 AM on the 10th to discuss the possible configuration of the fixed sites on the outer islands and some of the future logistic plans and hopefully to have a period of time with Wayne Monk to talk about the forthcoming trip.

I am in the process of getting a letter off to Oscar deBrium to examine the feasibility of holding a village meeting at Majuro prior to the beginning of our survey there. As far as I know, this has never been done before and I think that we might be able to head off some of the problems that we had during the last survey if we had an open question and answer period before we began the examinations. In line with that, since at least half of the questions that come to the medical survey group during those examinations concerns reparations and administrative matters, would it be possible to have a member of your staff available for that village meeting in Majuro on the evening of May 14th? I think that Harry did a good job of the briefings that we presented together on the outer islands and probably could present any new developments on PL-116.

Would it be possible to obtain some double tiered bunks to put into the port side 20' deck trailer to use as a bunking area for the Marshallese patients?

Thanks again for your continued support of our logistic needs. I anticipate that this coming survey is going to be a much happier experience for all concerned. I am looking forward to seeing you on the 10th. If there should be any significant change in these plans I'll notify you immediately by phone or letter.

Warm regards,

HSP:gc

Hugh S. Pratt, M.D.



Department of Energy
Nevada Operations Office
P.O. Box 14100
Las Vegas, NV 89114

14
Please see
pg 2
VI-1

7 Feb 1978

Those on Attached List

~~OPERATIONS PLAN~~ NORTHERN MARSHALL ISLANDS RADIOLOGICAL SURVEY

This plan outlines the field portion of the Northern Marshall Islands Radiological Survey Program and its objectives, and establishes responsibilities and procedures for its execution.

Michael E. Gates
Michael E. Gates
Manager

Enclosure:
Subject Plan

5052439

OPERATIONS PLAN
NORTHERN MARSHALL ISLANDS
RADIOLOGICAL SURVEY

I. Purpose and Objectives

The purpose of this Operations Plan is to outline the field portion of the Northern Marshall Islands Radiological Survey Program and to establish responsibilities and procedures for its execution.

The objectives of this field effort are:

1. To obtain aerial radiological maps of the Northern Marshall Atolls and Islands.
2. To obtain samples of soil, water, plant life and food, adjacent marine waters, and marine and terrestrial life.

II. Responsibilities

Ray Within the Nevada Operations Office, the Assistant for Pacific Operations will be responsible to the Manager for successful accomplishment of the objectives of the Northern Marshall Islands Radiological Survey and will serve as the NV Program Manager responsible for operational control, field operations, and direction of support activities. He will be supported by a Technical Director who will provide technical direction of the aerial, terrestrial, and marine field operations. *Roger Ray*

III. Organization

The field organization for the Northern Marshall Islands Radiological Survey Program is incorporated in Appendix A.

IV. Survey Execution

The survey will be conducted over a period of three months starting on or about September 11, 1978.

The overall aerial, terrestrial, and marine program is expected to include representatives of:

1. Division of Operational and Environmental Safety (DOES, DOE/HQ)
2. Nevada Operations Office (NV)
3. EG&G, Las Vegas, NV

4. Lawrence Livermore Laboratory (LLL), Livermore, CA
5. Environmental Protection Agency (EPA), Las Vegas, NV
6. Brookhaven National Laboratory (BNL), Upton, NY
7. University of Washington (UW), Seattle, WA

*never
conducted
info only*

A limited number of other scientific parties may be invited to participate on a non-interference basis. Likely candidates are University of Hawaii Mid-Pacific Marine Laboratory (MPML)-sponsored and Bowling Green University.

Sample analysis and dose assessment performed by the Lawrence Livermore Laboratory will continue for several months following the survey and is described in detail in the attached DOE/DO Radiological Survey Plan, Appendix B.

Initial deployment of equipment will be via a Department of Navy-provided USNS Wheeling from Port Hueneme to Kwajalein with survey personnel boarding at Kwajalein. Three series of 22 days, 22 days, and 33 days are scheduled with personnel rotating after each series. A schedule of the field survey is attached as Appendix D.

V. Public Information

The Manager, NV, is responsible for the implementation of a public information program to inform Trust Territory officials and inhabitants of the Northern Marshall Islands of survey activities and execution schedule. Prior to commencement of survey work, each inhabited island will be visited and individuals briefed on what events will take place. Upon survey completion, island inhabitants will be advised of the completion of that portion of the survey.

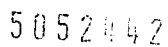
VI. Program Funding

Funding for the Northern Marshall Survey is being provided by the Division of Operational and Environmental Safety. For the FY 1978 phase of the field operations, a total of \$347K has been made available. Cost estimates for the NV portion of the FY 1979 effort are \$540K. In addition, \$150K in capital equipment funding has been provided by OAES.

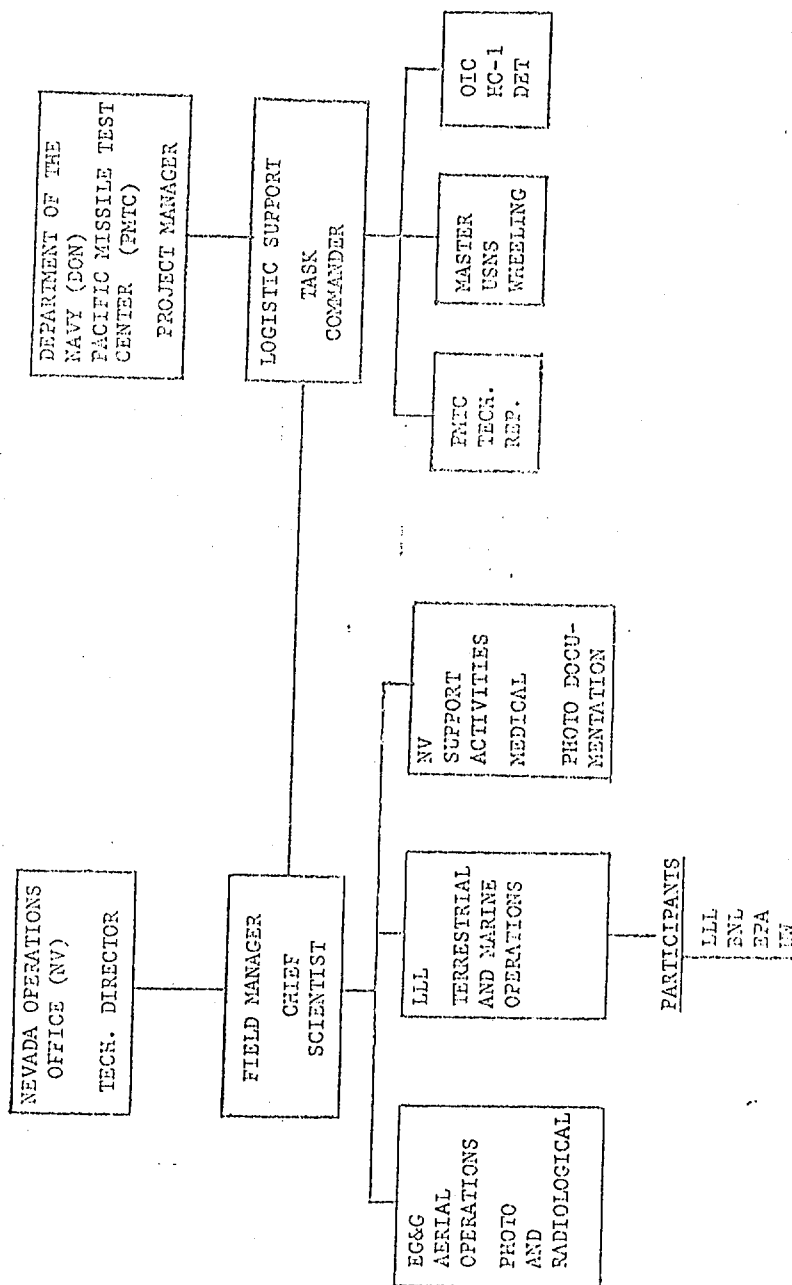
Cost will be recorded against the project in budget category GK-01-01-08-4.

Funding associated with the Terrestrial and Marine Survey and the Sample Processing and Analysis activity are being provided to LLL through SAN.

APPENDIX V



NORTHERN MARSHALL ISLANDS RADIOLOGICAL SURVEY
FIELD OPERATIONS
ORGANIZATION CHART



PART VI

6. PUBLIC INFORMATION PLAN

A series of DOE coordinated public information actions is needed to provide news media with a complete and accurate picture of the rehabilitation, cleanup and medical programs, and the upcoming radiological survey program scheduled this fall.*

The following publics will need to be kept informed:

1. Residents of the surveyed islands and atolls.
2. Residents of the Marshall Islands.
3. Trust Territory government.
4. Department of the Interior (DOI), Department of Defense (DDI).
5. U. S. Congress.
6. U. S. and foreign news media.

The following program interests should be kept in mind while collecting and disseminating information:

1. Obtaining dose assessments and evaluations of the atoll environments.
2. Obtaining improved feedback of information from the Marshallese people.

In establishing the information dissemination and gathering effort, there are these important considerations:

1. Misunderstandings surrounding the DOE medical followup in the Marshalls have led to complaints and criticism.
2. There has been a lack of coordination between agencies and within agencies and their contractors in communicating with the Marshallese in the past.
3. News media reaction to Government efforts to right past wrongs has been friendly but sympathies are clearly with the Marshallese people.
4. Information on land use and dietary preferences and practices in the Marshalls is scarce and subject to continuing review and revision.

*For any matter pertaining to public information contact Len Arzt
(202) 376-4192.

Public Affairs Guidance

1. Take a completely open approach in conduct of the public information aspects and in the dissemination of information derived by the radiological survey.
2. Schedule a show-and-tell briefing and press conference before the aerial survey begins, in Honolulu, on board the USNS Wheeling with participation by the Department's of the Interior and Defense (DOI, DOD). Provide news media access to the ship when it arrives in Kwajalein for resupply.
3. Conduct both introductory and post survey briefings at each populated atoll or island. There must be a "dry run" to preview these briefings for DOE, DOI, and TI staff and preparation and coordination of questions and answers.
4. Encourage and welcome coverage of the survey by domestic and foreign news media staff and accommodate their requests. Newsmen who request to accompany the survey team should be allowed to do so under the following criteria: that they pay their own expenses and plan to stay out for at least one week, and that they arrange their own transportation to rendezvous with the ship. Technical staff will be expected to cooperate to the fullest. *which medical team*
5. Allow newsmen to accompany the medical team if they pay their own expenses, do not interfere with the medical team, and a DOE information officer escorts them.
6. Establish closer coordination on public information matters with DOE's own contractors, National Labs and field offices working in the Marshalls.
7. Provide a DOE Public Information Officer to accompany news media who will be responsible for dissemination and collection of information. The PI officer will be supported in on-atoll communications by an expert in cross-cultural communications plus other members of the technical staff as needed.
8. Upon completion of the aerial survey project:
 - a. Hold a press briefing in Honolulu and/or Washington to explain preliminary findings and followon activities.



Department of Energy
Pacific Area Support Office
P.O. Box 29939
Honolulu, Hawaii 96820

OCT 27 1978

Dr. Hugh Pratt
Brookhaven National Laboratory
Associated Universities, Inc.
Medical Dept.
Upton, L.I., N.Y. 11973

Dear Hugh:

Enclosed a copy of a hastily assembled brochure on the EGABRAG
(potential successor to LIKTANUR).

The inside cover shows the current configuration. ~~Page 3 shows~~
large sections being put overboard. They can be bolted together
either side by side or end to end. (dimensions of each: 6' x 24').

Page 11 is an actual photo of a helo on the foredeck; page 10 an artist's
concept of a helo on the fantail roof.

Page 12 is a cut-away of the forward cargo holds converted for bunk
space (12) and clinic. Above deck, a whole body counter is portrayed,
but either a medical trailer (to expand the clinic) or additional
bunk space could be provided.

I'm pleased that you are willing to make the visit to San Diego and
hope that this time we'll be successful in getting back in operation.
I think a call from you or Bob to Walter Weyzen or Bill Burr ("Has
the money been released yet?") wouldn't hurt a bit. I'll talk with
you when I return from the Wheeling about Nov. 20.

With best regards,


Roger Ray
Assistant for Pacific Operations

OP-866
RR:jhf

Enclosure:
As indicated

1 December 1978

Mr. W. J. Stanley
Director, Pacific Area Support Office
Department of Energy
P.O.B. 20929
Honolulu, Hawaii 96820

Dear Bill,

This letter is in response to a telephone request I received from Harry Brown late yesterday afternoon regarding my opinions as to the feasibility of small helicopter support for the Medical Survey of the Marshall Islands.

As background for the following discussions, I'd like to restate an opinion which I think we have discussed previously in your office, pertaining to the long-range logistic plans for the BNL medical survey. First, it would appear that sometime in the near future that the geographic area assigned to BNL might expand appreciably, i.e., to include the people of Bikini and Eniwetok. This decision is pending at DOE/DOI. This, of course, would tremendously enlarge the geographic area to be covered by the medical survey team and would present severe logistic problems for slow shipboard support. As we have discussed in the past, the possibility of establishing small independent examining facilities on each of the islands and supporting these installations by aircraft certainly should be considered carefully. The type of aircraft to be used again presents a variety of options. I understand that a PBX 5A will be available from the University of Hawaii. I have no further information as to the dates of availability or priority for its utilization by this program.

Another option which I have been considering is the ultimate use of a heavy helicopter of the SH-3 type that would have both the range and operating characteristics necessary for outer island support. Both of these options would greatly increase the facility with which we could evacuate patients from the islands in the event of medical emergencies.

Of course, all of this is conjecture at this point until some final decision is made as to the Bikini and Eniwetok populations. Once that decision has been made and we have some idea of our future patient loading, I think we ought to have a logistic meetings to develop some short- and long-term plans concerning these options.

5052447

W. J. Stanley
H. Pratt, M.D.

1 December 1973

Page Two

To speak more directly to the question that Harry Brown presented yesterday, I am very much opposed to basing a light helicopter aboard our chartered vessel for the January-February medical survey. I have a number of reasons for taking this position, but first I think it would be wise for me to outline my qualifications for making these observations and recommendations.

For 30 years I was a Naval aviator as well as a Naval physician and flight surgeon. For the first 11 years of that period I was solely a Naval aviator and had rather extensive experience with helicopters. During my period of shipboard duty aboard several Forrestal class carriers, first as a Junior Medical Officer and then as a Senior Medical Officer, it was my responsibility to assure safety of flight, particularly in helicopter areas, both landing on the flight deck of large carriers and in support of surface ships of the size of destroyers. I am thoroughly familiar with the problems associated with light helicopter support of small ships. I have a long list of references of accident reports involving attempts to support light helicopters on small vessels. This is an extremely hazardous operation even under ideal conditions.

The period of the medical survey includes the roughest weather of the year and we can almost guarantee 30-knot winds and rough seas throughout the entire survey. As the survey leader and medical officer in charge of this survey, I will not accept the responsibility for the hazards presented by a helicopter operating off the ship.

A compounding problem which I suggested to Harry and which apparently has not been considered in the past, is the fact that Kwajalein, as a highly restricted military area, has some very stringent rules concerning overflights by private aircraft. There would have to be some very significant modifications of their present security measures to allow any private overflight. Again, I have no advance warning as to when there might be incoming missiles into the Kwajalein test range, and there would have to be constant communication between the ship at sea and the Kwajalein operations center so that a private helicopter didn't stray into an area of incoming missiles.

All of these problems I'm afraid would interfere with the basic mission of this ship which is the support of the DOE Medical Program during this time frame. I would suggest that if Mr. Otterman has potentially pressing business obligations in some other area that he has two options: (1) he can appoint a suitable surrogate to solve those problems for him while he is aboard the ship; or (2) he can make arrangements for a private charter, fixed wing aircraft to pick him up landing in the lagoon of either Utirik or Kwajalein.

As each day unfolded and we come face to face with new and more unusual requests (demands) from Mr. Otterman regarding the details of this charter arrangement, I find myself more and more skeptical about the future renewal of this contract. I assume that the previous administrative arrangements concerning the control of the vessel, schedule, and the disposition of the vessel in port will be as it has been in the past with our previous vessel

W. J. Stanley
H. Pratt, M.D.

1 December 1978
Page Three

and that the survey leader will have administrative control over those things that do not involve the safety of the ship. I have the impression that Mr. Otterman considers the American Survey to Utirik and Rongelap some sort of a romantic, South Pacific interlude, and my past experience has shown me that he can be quite demanding and unreasonable at times. I would therefore hope that the exact details of the authority and responsibilities for the operations of the Medical Program and the ship be clearly spelled out for Mr. Otterman prior to the time the ship sails for Kwajalein.

I don't want to be hardnosed about this but I think in this case that in dealing with Mr. Otterman it's imperative that we lay all our cards on the table so everybody understands exactly where our mutual responsibilities and authorities are. If I can be of any further assistance, in this matter, please don't hesitate to call or write.

Please give my best to Harry and Wayne. I think they have done a superb job. Each of them is now eligible for the Purple Heart.

Warm regards,

Hugh Pratt, M.D.

cfh

5052449

BROOKHAVEN NATIONAL LABORATORY
ASSOCIATED UNIVERSITIES, INC.

Upton, New York 11973

(516) 345-3577

Medical Department

November 29, 1977

Dr. Walter Weyzen
Division of Biomedical and
Environmental Research
Department of Energy
Washington, D.C. 20545

Dear Walter,

Enclosed is a suggested extension of our DOE-TT Agreement
regarding the Medical Program in the Marshall Islands. The pre-
vious agreement of last February (copy enclosed) was only for this
calendar year. You will note that the present agreement would include
responsibilities of our personnel at Ebeye and Majuro. With regard
to the legalities of medical care I suppose we are responsible for
Rongelap, Utirik and Bikini while TT is responsible elsewhere.

As you know PL 5-52 and the TT agreement of December 1974
(copies enclosed) are in disagreement and has been the cause of
considerable dissatisfaction among the Marshallese. I suggest we
get together with Mr. Winkel and come up with something agreeable
to all including Congressmen Balos and Heine. I believe Congress of
Micronesia is out of the picture at this point. Perhaps we might
arrange a meeting with Winkel when he next comes to Washington.

Sincerely,

Robert A. Conard, M.D.

RAC:gc
Enc.

*Walter W.
stated that it
letter was sent to
R.R. but
not
returned*

REPORT OF THE MEETING BETWEEN
THE UNITED STATES ENERGY RESEARCH AND DEVELOPMENT ADMINISTRATION
AND
THE TRUST TERRITORY OF THE PACIFIC ISLANDS
REGARDING MEDICAL CARE OF THE RONGELAP AND UTIRIK PEOPLE

KWAJALEIN, M. I., FEBRUARY 4-5, 1977

The United States Energy Research and Development Administration (ERDA), formerly AEC, has for more than 20 years conducted a program of medical surveillance of the people of Rongelap and Utirik who were exposed to fallout from a weapons test in 1954. In the course of this activity, and with the knowledge and consent of the Trust Territory of the Pacific Islands (TTPI), the ERDA medical teams have provided limited medical care for the people at Rongelap and Utirik.

The people living on Utirik and Rongelap, have recently and separately expressed a desire for changes in the type of medical care under the ERDA program. Specifically, they have addressed requests to ERDA for more comprehensive medical care for all the people living on these islands.

It is recognized that general medical care of the people of the Marshall Islands is a responsibility of the Administration of the TTPI. It is in the interest of both the TTPI and the US (ERDA) to explore ways in which medical needs can best be met by cooperative efforts of both parties within the framework of their respective responsibilities.

In response to a Trust Territory request, the ERDA representative reported that the US (ERDA) is prepared to continue its assistance to the TTPI in the discharge of its health care responsibilities to the people living on Rongelap and Utirik.

The following arrangements were agreed to:

- a. ERDA will invite TTPI medical personnel (e.g., medical officer, nurses, health aides, technicians) to participate in the ERDA medical visits in order to facilitate expanded programs such as well baby clinics, family planning, etc., and will assist with logistic support of these activities. For the next four quarterly visits, the TT will provide one medical officer, one health assistant, and up to two additional medical personnel, as needed. Travel, per diem and subsistence will be paid by ERDA; salaries will be paid by TTPI.
- b. ERDA will assist in arranging for additional US medical doctors to participate in the medical team visits, as may be required to assist the TTPI in providing general medical care to the people living on Rongelap and Utirik. For the next spring survey (March, 1977), ERDA will make every effort to provide, and will fund if necessary, two additional physicians. It is anticipated that the two physicians will be provided by the Public Health Service.
- c. ERDA will, to the extent operationally feasible, extend the duration of its medical team visits to Rongelap and Utirik to accommodate the needs of the Trust Territory medical program. Therefore, for the next spring visit, it is expected that duration of stay of the medical team will be extended by two to three days.
- d. The medical teams, while at the islands, will extend medical care and treatment equally to all those living on the two islands.

It is recognized that the arrangements set forth above do not constitute a modification of the agreement of Dec. 2, 1974 between the TTPI and ERDA nor do they alter statutory responsibilities of either agency.

William W. Burr 2/7/77
Signature: William W. Burr, M.D.
Deputy Director,
Division of Biomedical and Environmental
Research, ERDA

Oscar deBum 2/7/77
Signature: Oscar deBum
District Administrator
Marshall Islands.

ATTENDEES

Dr. William W. Burr, Deputy Director, DBER, ERDA
Mr. Roger Ray, Asst. Manager for Environment & Safety, ERDA
Mr. Oscar DeBrum, District Administrator, Marshalls
Dr. Ezra Riklon, Marshalls District Director of Health Services
Dr. Masao Kumagai, Director of Health Services
Mr. Robert Hazlett, Peace Corps Representative Marshalls
Dr. Robert Conard, Head of BNL Medical Surveys in the Marshalls
Dr. Victor Bond, Associate Laboratory Director, BNL
Dr. Knud Knudsen, Resident Physician, BNL
Mr. Atlan Anien, Speaker of the Nitijela
Ms. Kristine Morris, Program Specialist, ERDA

Agreement Between The United States Department of Energy and
The Trust Territory of The Pacific Islands Regarding Medical Care of the
Rongelap and Utirik People

The United States Department of Energy (DOE), formerly ERDA and AEC, has for nearly twenty-four years conducted a program of medical surveillance of the people of Rongelap and Utirik atolls who were accidentally exposed to fallout from a weapons test in 1954. Since 1956 this program has been carried out under the direction of Brookhaven National Laboratory (BNL) with the cooperation and participation of the Trust Territory of the Pacific Islands (TTPI). The purpose of this document is to formulate an agreement between DOE and the TTPI concerning the DOE-BNL Medical Program in the Marshall Islands. This agreement supersedes and extends that of February, 1977 (copy attached). The agreement reached between ERDA and TTPI (December 2, 1974) regarding implementation of the Congress of Micronesia PL-5-52 (Trust Territory Fallout Survivors Act, copy attached) continues in effect. This agreement allows for free hospitalization within the Trust Territory (including travel and per diem allowances) for individuals in the Rongelap or Utirik exposed and control groups who become ill.

The people living on Rongelap and Utirik atolls have recently and separately requested that the DOE Medical Program include more comprehensive care for all the people living on these islands. This resulted in the February 1977 agreement referred to above with provisions for increased medical assistance by DOE to the TTPI in the discharge of health care responsibilities to the people living on Rongelap and Utirik. During the past year, the agreement has been implemented by both parties, apparently to the satisfaction of the Marshallese people involved. That agreement only covered the calendar year 1977; hence, the present agreement is intended to supplant that one.

The primary responsibility of the DOE medical program in the Marshall Islands concerns the diagnosis and treatment of radiation effects in the exposed Rongelap and Utirik people. In order to carry out this mission satisfactorily a number of unexposed Rongelap people are included in the examinations. Comprehensive annual medical examinations are carried out on these people by the DOE-BNL medical team with the assistance of Trust Territory medical personnel. In addition, a Resident Physician and Physician's Assistant have been placed in the islands and make quarterly trips to Rongelap, Utirik and Bikini for health care purposes. Over and above the primary mission, for humanitarian reasons, the DOE-BNL medical personnel assists the Trust Territory in general health care of other Marshallese whenever possible.

The present agreement concerns 1) the annual medical surveys, 2) follow-up medical care, and 3) health care assistance by DOE-sponsored personnel at Ebeye and Majuro.

1) ERDA will invite TTPI medical personnel (e.g., Medical Officer, nurses, health aides, technicians) to participate in the DOE-BNL medical visits in order to facilitate expanded programs such as Well Baby Clinics, Family Planning, etc., and will assist as feasible, with the logistic support of these activities. The Trust Territory will furnish such personnel referred to above when possible. The DOE-BNL medical team, during the annual surveys, will assist the TTPI in providing medical care to the people living on Rongelap and Utirik. Every effort will be made to extend the duration of the medical teams stay at these islands long enough to examine all people on the islands who wish to be examined in a way similar to that used for the exposed and control groups.

2) Any exposed Marshallese individual who develops an illness that may be related to radiation exposure will be given follow-up medical care, if necessary in U.S. hospitals, under the auspices of DOE. Any Marshallese in the special control group who should develop a similar illness will be treated likewise.

3) The role of the resident DOE-BNL medical personnel at the Ebeye and Majuro hospitals will be to assist the Trust Territory medical personnel in health care of the exposed Rongelap and Utirik people and the people in the control group located at these atolls. As time permits, on a humanitarian basis, the DOE-BNL medical personnel may act as consultants or assist in examination and treatment of other Marshallese as requested by the Director of the Hospital. However, the primary responsibility of all patient care at these hospitals lies with the Trust Territory Health Services.

17

CHARTER PARTY
OF THE
MOTOR VESSEL EGABRAG

OFFICIAL NO. 572,028

This Charter Party is made on November 17, 1978, by and between U.S. Oceanography, Inc., a California corporation with principal place of business in San Diego, California, hereinafter referred to as "Owner," and Holmes & Narver, Inc., a California corporation with principal place of business in Orange, California, as principal and acting in its capacity as prime contractor to the U.S. Department of Energy, under its Contract Number EY-76-C-08-0020, hereinafter referred to as "Charterer."

WITNESSETH:

ARTICLE I

DESCRIPTION OF VESSEL

Owner is the sole owner of the Motor Vessel EGABRAG, Official No. 572,028, which together with her machinery, equipment, boats, apparel, furnishings, furniture, and all appurtenances hereunder appertaining, is hereinafter called "the vessel."

ARTICLE II

CHARTER PERIOD, OPTION TO EXTEND

Owner agrees to let and Charterer agrees, subject to the provisions hereinafter contained, to hire the exclusive use of the vessel for the term commencing on the date the vessel departs from the Port of San Diego, California, for the purposes of this charter which is expected to be approximately December 16, 1978, or thereabouts. The term of the charter shall terminate on September 16, 1979, unless extended as herein provided.

Should Charterer not exercise its option to extend said term of the charter as herein provided, said vessel shall be returned to the Port of San Diego, California, not later than September 15, 1979.

Charterer shall have the option to extend said initial term of the charter for a period of one (1) year from September 15, 1979. Said option to renew shall be exercised by Charterer giving Owner written notice of its exercise of said option not less than thirty (30) days prior to the expiration of the initial charter period.

At the expiration of the first extended term, Charterer is given the right to extend said term for an additional period of one (1) year upon giving written notice to Owner of its exercise of said option not later than thirty (30) days prior to September 15, 1980.

At the expiration of the second extended term, Charterer is given the right to extend said term for an additional period of one (1) year upon giving written notice to Owner of its exercise of said option not later than thirty (30) days prior to September 15, 1981.

ARTICLE III

HIRE FOR VESSEL

Charterer agrees to pay the Owner hire for the vessel and its crew in the sum of \$46,000.00 per month for each month of the term of the initial period of the charter. The first month's hire shall be paid to Owner one (1) calendar month after the commencement of the term of said charter as hereinabove provided and like monthly payments shall be made each month thereafter, the last month's hire being prorated should the term of the hire terminate prior to the end of one (1) full calendar month.

The hire for additional terms of the charter shall be negotiated between Owner and Charterer and in the event said parties are unable to agree upon the amount of the monthly hire for the extended term or terms, Owner may, at its option, terminate this charter. It is agreed that if the hire is not determined and agreed upon on or before the fifteenth day preceding the expiration of the initial or any extended term, Owner may then exercise its right to terminate the charter.

ARTICLE IV

DELIVERY AND REDELIVERY

It is contemplated that immediately upon the execution of this charter, the vessel must be converted to fit it for the intended use of the charter and in order to accommodate the desires and needs of the Charterer. The scope of the work as to conversions, modifications, and changes is stated on Attachment A to this Charter Party. Said vessel shall be fitted to accommodate 12 scientific personnel to be brought aboard by Charterer. Owner agrees to use his best efforts to prepare the vessel for departure from the Port of San Diego, California, on or about December 16, 1978.

It is agreed that the Charterer will pay to the Owner the amount of \$50,000.00 as full payment for the conversion, modifications, and changes stated on Attachment A. Payment for all such modifications and changes made in accordance with Attachment A shall be paid by Charterer in addition to all other sums herein provided. The total payment for such work shall be made to Owner prior to the departure of said vessel from the Port of San Diego, California, as hereinabove provided.

ARTICLE V

CONDITION OF VESSEL AND SURVEY

Owner warrants that the vessel on delivery to the Charterer shall be seaworthy, clean, tight, staunch, strong, and well and sufficiently tackled, appareled,

furnished, and equipped and in good running condition and repair and fit for her said intended service.

Upon the completion of the conversion of said vessel as hereinabove provided, said vessel shall be surveyed by a marine surveyor appointed by Owner and accepted by Charterer and Charterer shall at said time be entitled to board said vessel and fully inspect the same. Should Charterer fail to be satisfied with the condition of said vessel and should such objections be reasonable, Owner shall have a reasonable time to correct any such deficiencies even though such may cause a delay in the departure of said vessel under the terms of the charter.

Charterer agrees that upon the redelivery of said vessel to Owner at the Port of San Diego, California, upon the termination of this charter or any extended term, Charterer will at its cost and expense cause said vessel to be reconverted to its condition at the commencement of the charter and as necessary remove the modifications and conversions theretofore made in order to accomplish that result. Charterer's liability to the Owner for the cost of reconversion shall not exceed the amount of \$15,000.00.

Upon redelivery of said vessel to the Port of San Diego, California, it shall again be surveyed. Charterer agrees, at its expense, to repair any damage to said vessel occurring during the term of the charter as a result of the fault or negligence of the Charterer or its employees or agents. All other repairs to said vessel shall be at the expense of the Owner.

ARTICLE VI

DUTY TO PROVIDE CREW, FOOD, WATER, AND PETROLEUM PRODUCTS

Charterer shall provide all food and water necessary ~~while the vessel is away from the Port of Kwajalein~~ during the term of the charter for the members of the crew aboard the vessel, as well as all research personnel placed aboard said vessel by Charterer.

Charterer shall also provide at its cost all required petroleum products including, but not limited to, fuel oil, lube oil, and outboard motor gasoline.

While said vessel is in Kwajalein Harbor, Marshall Islands, Charterer shall ~~provide the vessel with berthing facilities and shore power.~~

ARTICLE VII

USE OF VESSEL

Said vessel is chartered for the purpose of conducting OCEANOGRAPHIC RESEARCH in the area hereinafter designated.

During the term of the charter, the vessel shall operate only in an area within a radius of 500 miles from Kwajalein Harbor, Marshall Islands, except as is necessary to proceed from San Diego, California, to said destination and return.

It is further agreed that Charterer shall not require said vessel to be in operation for more than an average of twenty (20) days per month computed each quarter during the term of the charter. By way of explanation, it is the intention that the crew of the vessel shall not be required to operate said vessel more than twenty (20) days per month; however, it is understood that on some occasions, trips of a long time will be required and thus, the total number of days will be averaged out over each quarter.

ARTICLE VIII

DISABILITY OF VESSEL .

In the event that the vessel shall be disabled, damaged, or delayed by breakdown of machinery, fire, grounding, collision, or other cause not attributable to the negligence of Charterer or its employees, then, in that event, the prorata daily charter rate computed on a monthly basis shall be immediately suspended until such time as the vessel again becomes available for Charterer's use. Further, in the event that the vessel is lost or damaged, or otherwise disabled, and the disability is such that the vessel cannot be repaired within forty-five (45) days following such disability, Charterer at its election may terminate the charter forthwith.

ARTICLE IX

MAINTENANCE

Owner shall, at its own expense, maintain the vessel excluding special equipment placed aboard by Charterer during the term of the charter. Where special equipment is required by Charterer, Charterer shall provide for its maintenance and shall provide to Charterer the use of the vessel and equipment for that purpose.

ARTICLE X

COSTS OF SURVEYS

The necessary survey prior to commencement of the charter shall be paid for by Owner and the survey conducted upon the return of the vessel shall be paid by Charterer, not to exceed \$500.00 per survey.

ARTICLE XI

INSURANCE

Owner shall procure hull and protection indemnity insurance. The amount of the hull insurance shall be designated by the Owner and the protection indemnity insurance shall have limits of \$1,000,000.00. Owner shall, in addition to the above insurance, procure an umbrella policy for the Owner's and vessel's protection in the amount of \$1,000,000.00.

Charterer shall be solely responsible for any damage to Charterer's equipment provided the same is not caused by reason of the negligence of Owner or Owner's agents or employees.

ARTICLE XII

INDEMNITY

Charterer shall hold Owner harmless from any and all claims for injuries or death suffered by any of its personnel or those research personnel brought aboard the vessel by Charterer which shall not be the result of fault or negligence on the part of Owner or Owner's agents or employees.

Owner shall hold Charterer harmless from any and all claims for injuries or death suffered by any of Owner's personnel which shall not be the result of fault or negligence on the part of Charterer or its agents or employees.

ARTICLE XIII

TAXES

The Owner has included in its price all applicable federal, state, and local taxes and duties. The Charterer will pay all taxes levied on the vessel by the Trust Territories of the Pacific Islands or its political subdivisions. Charterer shall also pay any port charges, wharfage, pilot fees, or duties.

ARTICLE XIV

ATTORNEY'S FEES

In the event that either party to this Agreement shall commence an action to enforce the terms thereof, the prevailing party shall be awarded court costs and reasonable attorney's fees.

ARTICLE XV

ASSIGNMENT

Neither party to this Agreement shall have the power or right to assign their interest herein to any person, firm, or corporation without first securing the written consent of the other party and any such assignment so made without such consent shall be null and void.

ARTICLE XVI

MANNING

The Owner shall at all times man the vessel with personnel competent to perform the tasks assigned to them.

ARTICLE XVII

SAFETY AT SEA

~~Operation of the vessel and the safety of it, and the personnel aboard it, are and shall remain the sole and complete responsibility of the Owner and the Captain of the vessel.~~

ARTICLE XVIII

SCHEDULING AND ROUTING

The Charterer's authorized representative shall determine sailing times, destinations, and intermediate stops for all voyages subject to the provisions of Article XVII, Safety at Sea. The vessel's Captain will route the voyages to accommodate the requirements of the Charterer by the most direct routes available, taking into consideration the safety of the vessel and its personnel.

ARTICLE XIX

TERMINATION

If the Charterer exercises the right to terminate the Charter Party under Article 14, Termination, of the General Provisions, it is agreed that such termination will be effective only after the vessel is returned to the Port of San Diego, California, and redelivered to the Owner. Notwithstanding the termination of the Charter Party under the said Article 14, Termination, of the General Provisions, the Charterer shall pay the cost of the survey pursuant to Charter Party Article X, Cost of Surveys, and for the reconversion costs pursuant to Charter Party Article V, Condition of Vessel and Survey.

ARTICLE XX

GENERAL PROVISIONS

The attached General Provisions, consisting of Articles 1 through 56 on 56 pages, are incorporated into this agreement for all purposes.

It is agreed that Owner shall have no responsibility for the breach of Articles 47, 48, 49, and 50 of the General Provisions by personnel placed aboard the vessel by Charterer.

In the General Provisions, wherever the word "Subcontractor" appears, it shall mean "Owner" and wherever the word "Contractor" appears, it shall mean "Charterer."

ARTICLE XXI

CAPTIONS

The captions of the articles of this Charter Party are for convenience only and shall not be construed as in any way limiting, altering, or modifying the provision hereof.

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UNCLAS NONWD

ROGER RAY SENDS TO DR. WALTER PERCY (EV); INFO DR RA.A. CONARD/BNL;
APO AND CH. COUNSEL/NV; W. STANLEY/PASO.

MEDICAL SURVEILLANCE OF BIKINI WORKERS.

WHILE I WAS AT MAJURO LAST WEEK, THE DISTRICT ATTORNEY ASKED TO
DISCUSS THE SUBJECT OF NON-BIKINIANS WHO HAVE LIVED AND WORKED ON
BIKINI - SOME FOR SEVERAL YEARS. THESE MEN, WHO HAVE BEEN EMPLOYED
BY THE DISTRICT (AS AGRICULTURISTS, FOR EXAMPLE) WILL NO LONGER
HAVE EMPLOYMENT AFTER THE BIKINI EXODUS AND THUS WILL RETURN TO THEIR
HOME ATOLLS. THEY ANTICIPATE THAT THERE WILL BE SOME MEDICAL FOLLOW-
UPS OF THE BIKINIANS AND WONDER IF THEY WILL BE INCLUDED.
I TOLD THE D.A. THAT THE FOLLOW-UP SURVEILLANCE OF THE BIKINI

PAGE 2 RUHHDNA0783 UNCLAS

PEOPLE HAD NOT YET BEEN DESIGNED IN DETAIL BUT THAT I AM CONFIDENT
IT WILL NOT MAKE A GENEALOGICAL DISTINCTION BETWEEN OR AMONG THOSE
WHO HAVE BEEN RESIDENT OF BIKINI FOR SIGNIFICANT PERIODS. I
DID SUGGEST THAT LOGISTICS AND KEEPING TRACK OF PEOPLE WILL BE DIFFICULT
AND THAT WE MAY HAVE TO RELY UPON THE DISTRICT ADMINISTRATION
TO HELP WITH THAT.

LATER IN THE DAY, THE D.A. TOLD ME THAT THREE OF THE ABOVE MENTIONED
MEN HAD ASKED TO TALK WITH ME. OF COURSE I SAID YES, AND
THAT AFTERNOON (7/24) MET WITH:

NEBA LEKTALA - FROM WALOEELAP
MILTON ANIEN - FROM NAMU
JORA HETTY - FROM JALUIT

NEBA WAS THE SPOKESMAN. ALSO PRESENT WERE JIM WINN, DIST ATTY AND
HARRY BROWN.

I REPEATED WHAT I HAD EARLIER SAID TO JIM WINN, I.E. WE DO NOT
EXPECT ANY MEDICAL PROBLEMS AS A RESULT OF THE BIKINI EXPOSURES; THE
FOLLOW-UP SURVEILLANCE OF BIKINIANS HAS NOT YET BEEN PLANNED IN DETAIL.
BUT WHATEVER PROGRAM IS ADOPTED I AM SURE THAT ALL PEOPLE WHO
HAVE RESIDED ON BIKINI WILL BE CONSIDERED EQUALLY.
NEBA ASKED IF HE AND THE OTHERS COULD RETURN TO THEIR HOME ISLANDS

not only had it "not yet been planned
in detail" - it had not even
been approved. My DOE

5052464

(re reporter incidence)

-2-

I have still no information about these reporters: name, affiliation, credentials, sponsors for this particular mission.

From the context it looks as though Mr. Ray has made the disposition and committed us to take them along.

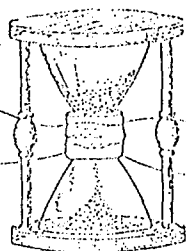
It is my understanding of our position that we are responsible for this program and answerable to Erda in Washington. The obligation of Mr. Ray and his office is to provide logistic support in the cases when this is more efficiently done through them than through BNL directly.

However, we have repeated incidences, more serious than this when ~~Mr. Ray has interfered in the policymaking and directly interfered in the execution of our program.~~ *note* *Very* *Imp* It would clear the air if once and for all we could establish acceptable guidelines for the PASO involvement.

The refusal to Mr. Cataldo from Mr. Ray is a clear infringement on BNL's prerogatives, and should not pass unopposed.

Credittiveness is in my opinion not the hallmark of great persons. Mr. Ray's action can hardly be given any other interpretation.

His judgement is also to be questioned if he feels that unknown German reporters should be given preference to one who represents the publication of our host here on Kwajalein.



P. O. Box 809
Kwajalein, Marshall Islands

Dr. Knud Knudsen
P. O. Box 1703
Kwajalein, Marshall Islands

Dear Dr. Knudsen:

This letter is to request permission for Fortunato E. Cataldo to accompany you on your next trip on the ERDA vessel, for the purpose of writing a series of articles for publication in the HourGlass, the daily newspaper published at Kwajalein Missile Range.

The ERDA mission in Micronesia is of interest to all Americans, and particularly to those of us who live and work in Micronesia. If it were possible for me to go, I would jump at the chance. As you know, my particular interest during my five years at Kwajalein Missile Range has been to write articles which further the exchange of knowledge and understanding between Micronesians and Americans. However, I cannot be absent from my duties as Associate Editor of the HourGlass for that period, and so my husband has volunteered to go and observe in my place. He has had several articles published in the HourGlass, and also was the author and furnished the photographs for an article called "Exploring the Sunk Japanese Fleet in Truk Lagoon," which was published in Dive Magazine in August, 1970.

It is my intent to interview and write an article about the ERDA staff members who will be coming to Kwajalein in September, and to follow up with Frank's articles and pictures showing your work on a people-to-people basis.

Of course, I will be happy to supply you with extra copies of all issues of the HourGlass in which those articles appear.

I hope it will be possible for Frank to accompany you and record your work in pictures and words. It seems to me to be a once-in-a-lifetime opportunity.

Sincerely,

Patricia E. Cataldo

Patricia E. Cataldo
Associate Editor
HourGlass

file: (2) *logistic support memo*
R of Jan 1980

Kwajalein, Sept., 5, 1976

Pear bob,

As you may have heard from Chris, the proverbial end-product has made contact with the equally proverbial air-moving equipment, to state it in Rathsness. I enclose some Xerox copies for your perusal. I see Konrad had occasion to work with the ERDA-team. It is a pity he did not make better use of that occasion. He still puzzles me; I cannot truly believe that he was a conspirator who tried to get himself fired in order to be built up as the martyred hero; yet that is the most logical picture I get from all the bits and pieces. I prefer to think that he is a good guy who happened to run with the wrong crowd and was used for their purposes.

I have studied the Utirik letter in both versions with good people. It was obviously written in English and translated into Marshallese. A retranslation of the paragraphs about us, for instance, would run somewhat along these lines:

- a) The People of Utirik do not like Dr. Knudsen because he does not look after the people of Utirik, and he considers them as animals, only, and he does not treat them
- b) The People of Utirik do not like Dr. Conrad because he is a great liar in his talk and work, and he does not tell us these people all about the bomb poison so they can understand it.

It would take a lot more care to provide an authorized translation but this will do for internal use. ~~It~~ I thought for a while that the peace corps boy on Utirik had had a finger in the pie, but Roger Ray has never been to Utirik, and his name is unknown there. (At least, that is what Oscar Bellum told me). The only two people who might suffer under the delusion that Roger Ray might be the policy-maker of our program are Konrad, who unfortunately never came to BIL,

*actually (3) - Roger Jule is a medicine
policy maker.*

George Allen

and his lawyer friend in Majuro. If I ever can
pin it to either of them, I am going to
take them to court and sue them for
libel. And I hope that goes for you.
Enough.

I got to Majuro last Monday by a narrow
margin. The Mike flight was closed, and I was
writing on a letter to you when they called and offered me a seat with less
than an hour to spare. I am glad I made it. The Micronites hit the street
with the glorious news about plutonium and guinea-pigs while I was there.
There is nothing wrong with their timing, although this must have been
fortuitous.

- .. I saw Oscar and Bima about getting urine for Pu analysis from the returning
Bikinians. They were not in Majuro (the Bikinians, that is) but had gone back
to Kili. Oscar offered to take me there in October if there is no field trip
at that time, and Bima said he would ask the council and George Allen for
permission for me to go.
2. Ataji had been to Oscar, complaining that I had removed vital medicines from
the Ebayo trailer. This requires a somewhat lengthy comment. When I told
Korrad he had broken his promise to me by disposing of that trailer before
I came, he responded that he could kick them out again. I told him not to *do*
it; I would handle the problem my way. He must have gone ahead and done it
anyway because the trailer was vacated when I came back after making sure he
was on the plane. What he told them I do not know but no vital medicines were
removed by me; and in fact the refrigerator is jammed with their vaccines

which is fine for the time being but may create problems later on when we store reagents and blood and urine samples there. We shall have worked out a solution by then. I do not know who had sent Ataji to Cacar. I saw him at Mama Bing's and had a glass of ice tea with him. He said nothing to me. And I see the public health people every day and have had no comment from them.

3. Titikos is in Majuro hospital with his long standing complaints of weakness and general fatigue. Isaac Lenwi is treating him. He is on his way back to Kili to stake his claim for a part of the millions that are expected to flow in that direction. He had no Synthroid. Ruth Harris was out of the .2 mg size, so I prescribed 1/2 of the green tablet to be given to him daily.

Amon is still in hospital. She asked for a "breathing machine" that she had used in Cleveland. Was that some kind of a positive end pressure breathing device? Ethel Cooling will get a sputum sample and send with Sebilo.

Tibao is still in Majuro hospital, his festering sores nearly healed!

I also saw Etri, Rokko, Betty, Billiet and Katnar, and got samples from all of them. Rokko is due with baby #9 any day. She was pleasant and helpful as always.

Hion was still in hospital, waiting for result of the cone biopsy.

Abila was in hospital with respiratory distress but in good shape when I saw him.

4. Winton was in Majuro. He was operated at Tripler for Cancer of the thyroid, and is due back there for a check in November. His parents, Minja and Kael were also there, greeting me like a long lost friend and not like a despicable animal torturer. I don't think they understand what they are doing when they put their names on a piece of paper; and at least I recall Minja's name among the signatures.

John is dead. He committed suicide about 1/2 year ago.

I did not see Imo, Akira, and Tomas that Bill asked me to. I ran out of time and shall pick up the loose ends in October.

6. Public Health in Majuro had evacuated the trailer there. The air-conditioning had given out. I inspected the trailer. It is in good shape. Jim pulled the air conditioners and shall see if they can be fixed. No-one in the hospital had told him they were defect.

Seeing Jim Pauloa is of course a pleasure. He is one of the great sharers in this world; visiting him is like being invited to a potlatch.

7. I asked Ezra if Isao Kisino rather than Peter Blon could come along. The main reason is that he represents the Utrik people in the Nitijala, and he might help work out a constructive solution. Besides, we have the patients on Wotje that we must refer to Majuro after this trip, and it would be good to discuss their cases on the spot, and arrange for an orderly transferral of responsibility with the patients present. Also, if it comes to the worst on Utrik, I am going to serve them notice that we cannot come if we are not welcome. In that case I would like Isao to assume responsibility for the cancer patients there and make sure that they get the proper medication. We cannot just leave them to their fate, and I cannot think of any other way to handle the situation.

8. Ebeye is still badlam; Masao is a good man working against incredible odds. I have seen John. He is in good shape and hard working as always. Myra is better. She is on Tb medication and improving. George complains about bleeding from the gums; I have not seen him but John will try to bring him in on Tuesday. Karin was out of Synthroid, so were Jia and Alaina. The following people are now on Ebeye: Aik, Ahri, Alaina, Blue, Elia (he was

short on Synthroid), George, Aruko, Jeban, Jemlok (Maria), Jaskan, Jekrian, (on Rai-Han) Jia, Jimako, John, Kajin, Kiosang (on Ebadon), Lejha, Kimojje, Ibenadrik, Namiko, Maljok, Rinok, Norio, Tila, Dorothy, Mike. I am not sure about Kabang yet.

Atsine was here and returned on Saturday with Truk Islander.

9. I saw Liejra. She is doing remarkably well and taking her diet seriously.

No swelling on the neck; maybe a little hoarse, and complained about discomfort on the right side on swallowing (maybe because of nerve injury)

I told her this was going to last for a while. She has gotten no money under the PL 5-52 arrangement. (Neither have any of the other ticket-holders who have been to Ebaye for treatment. I asked about it in Majuro; and the money is all gone, even their preferred customers must now do without the pay-check.)

Whatever the status of the PL 5-52, we have always taken care of the patients we haul off their islands for surgery and examinations; and I am going to take money out of our funds to reimburse her. Konrad took her back from Utirik, and she has been here from July, 3 to Sept 4 (she left on Militobi yesterday) living in her daughter's house on Ebaye. Her blood pressure is now normal, she is taking her medicines regularly, and drinks a lot of water as we asked her to.

10. The trailer is fixed up with 5/8th plywood on top of the old spongy floor.

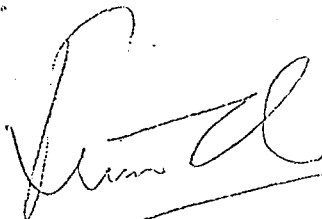
It will last us for a while. We painted it, and I shall return a couple of the rubber mats. If I could only lock the door, I should have started to restock it. We have cassettes and hangers for the X-ray and can get chemicals here. The people from Majuro arrive on the 16th and we shall shoot a few test pictures with the trailer on board the LCU. The front-loader and the developing tank for Rongelap will be on board.

11. The trip is now scheduled to start Sept. 17th in the afternoon. We must cover

Ebays when we return in October. I spoke to Ezra about the serologies. We must wait before we start massive treatment, and in the meantime I shall complete the questionnaires. Ezra had yaws himself as a boy and has exact information about symptoms, time and nature of treatment, and he claims his serology is still positive. He was willing to donate some serum for the Atlanta people to work on. Are they interested? Please call them and ask, and also name it if they want some special handling of the samples.

That completes this week's issue. If Konrad applies for a TT job, please do not interfere. Whatever his motives are or were, they need medical care there. If TT can live with him, so can I. It won't be a cordial entente but as far as the work goes, I shall cooperate with him.

Greetings from both of us to all of you.

A handwritten signature, likely "Conrad", written in dark ink. The signature is stylized with a large, sweeping initial 'C' and a long horizontal stroke extending to the right. Below the signature is a long, thin horizontal line.

Mr. William B. Hills, Director
United States Atomic Energy Commission,
Pacific Area Support Office
P.O. Box 9136
Honolulu, Hawaii 96820

Kwaj. 7/6/74

Dear Bill,

We are still waiting for a ship to Rongelap. It means that the excursion with the LCU as planned is out. Provided that we get off this week I suggest that the LCU picks us up on the way to Eniwetok and we fly home from there. It is the only way I can see to get the Boston whaler delivered.

If we can't get off this week, time will be too short even for that alternative. I shall then have to go on a TT ship both ways and you must find another way to get a boat for the Eniwetok group; I need the whaler when I am on Rongelap.

need/

Assuming we join the LCU to Eniwetok, we travel orders for Liv and myself on the plane Eniwetok - Kwajalein on 7/24.

We have made plans for our return this fall, and it may be wise to make the reservations early. We shall need travel orders for Liv and myself from Kwajalein to Honolulu on 10/25. I shall return to Kwajalein on 11/1. We shall spend some time in Hawaii with the Strommans' and they will make the arrangements for us in Hawaii and decide on which flight Liv should take to the mainland.

I shall leave the islands here after the November survey. I either join Dr. Conrad on his return trip or if he has other plans, I need travel orders to leave here 12/10, and reservation Home - N.Y. on 12/12.

/Rongelap/

I am upset about this mess our current schedule is in. I have been living like this for two years, and I hoped the LCU should be a relief. Instead, so far it has only compounded my problems of scheduling. Unless the situation improves considerably during this first year of operation, my inclination will be to terminate the deal and look for another solution to our transportation problem.

I enclose a letter from Jack Tobin who keeps me informed of Yap Islander's whereabouts. By latest dispatch I hope we get under way about 7/13. If it gets any later I have to give up on coordinating the trip with the LCU schedule.

I send a list of expenses for the trip to Eniwetok.

Best regards from

K.K. 3
Kwajalein 7/14/74

Dear Bob,

I have to register disappointment and dissatisfaction with the scheduling of the ISU. I came out here with a specific promise from you and Gene that you should do your best to improve transportation. Now we have the ship and it has not been assigned to me until September, shortly before I was supposed to leave. You also know that I consider next year's schedule inadequate.

Bill Mills and Bill Strossman did go out of their way to squeeze me in on the July calendar but they could only make one week available, and in itself this was insufficient. I had hoped to utilize it by tying it in with the field trip visit, going by TT ship to Rongelap and have the ISU pick me up there and take me home via Utrik. However, TT as usual did not go when they said they would go, and in the end I had to cancel all the arrangements for the ISU and rely on TT ship both for coming and going. There is no reasonable chance of getting to Utrik under those circumstances.

Yap Islander is further delayed. My itinerary now, for whatever it is worth, is to leave for Rongelap on 7/20 and be picked up by Yap Islander again on its return trip from Ujae. And while I waste my time having to put up with TT inefficiency, I have the insult added to humiliation of watching our ISU at dock, waiting to be outfitted for another expedition with Lawrence Lab. I can't help taking it as a personal affront and downgrading of the work I am doing. I don't understand why we have to settle for the crumbs.

I went to Majuro. Anon gets physiotherapy, and John will give her a penicillin treatment. I see her serology in 1954 was negative. Was TPI done this time? I forgot to bring her picture and shall take it along next time. The patients are all doing well.

Samson is in Majuro for 6 weeks. He said you had told him I would take ID card pictures. If you have asked me to do that, it has not registered. Etri is fine.

Indjo Manjo was helping Reed with the diabetes survey. He is a practical nurse. I shall get the name of the dental assistants from Jaton. We have had a 4-day weekend to celebrate Micronesia Day.

Please review Pap smears of Mary. Our March report was negative, yet Majuro claims to have a biopsy labelled as CL. V. She is on Rongelap now and I shall bring her back.

I have made a list of Pap smears that should be repeated and will do them in September.

Naiko is frustrating. We had a positive Papsmear on her a year ago. I sent her to Majuro and thought she was operated. I found out during the diabetes survey in February that I was wrong. I inquired in Majuro. They had done a biopsy, got a positive result, said they had sent her home while waiting for the answer; tried to recall her, but no result. Nelson is here, and I have solicited his help in convincing her she should go for her own good. But she has decided not to go unless I pay her a per diem. I think money is the root of all evil, if I may coin a phrase.

I think we shall have the clinic trailer ready by September. The final drawings are being drafted now. When will the x-ray equipment be here? And what are the exact specifications and dimensions on the equipment. Will the trailer be high enough to get it in, or do we have to modify the ceiling.

I don't think we should take any boardwalkers along in September. The schedule is too hectic, and I am not in the mood to put up with it. Please postpone those invitations till November when we have more leisurely schedule.

The trailers for Ebays won't be there until the end of the year the way things look now. Definitely not by September, probably not before I leave. The Majuro trailer is in good shape. The hospital uses it for their well-baby clinic.

I return a bill you sent me a couple of weeks ago. It is not mine, I apologize for not returning it right away.

I look forward to getting your itinerary for September. Giving my regards to Peter and Bill, it will be good having them here again.

Yours

